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WARSHIPS ASSOCIATED WITH WORLD WAR II IN THE PACIFIC

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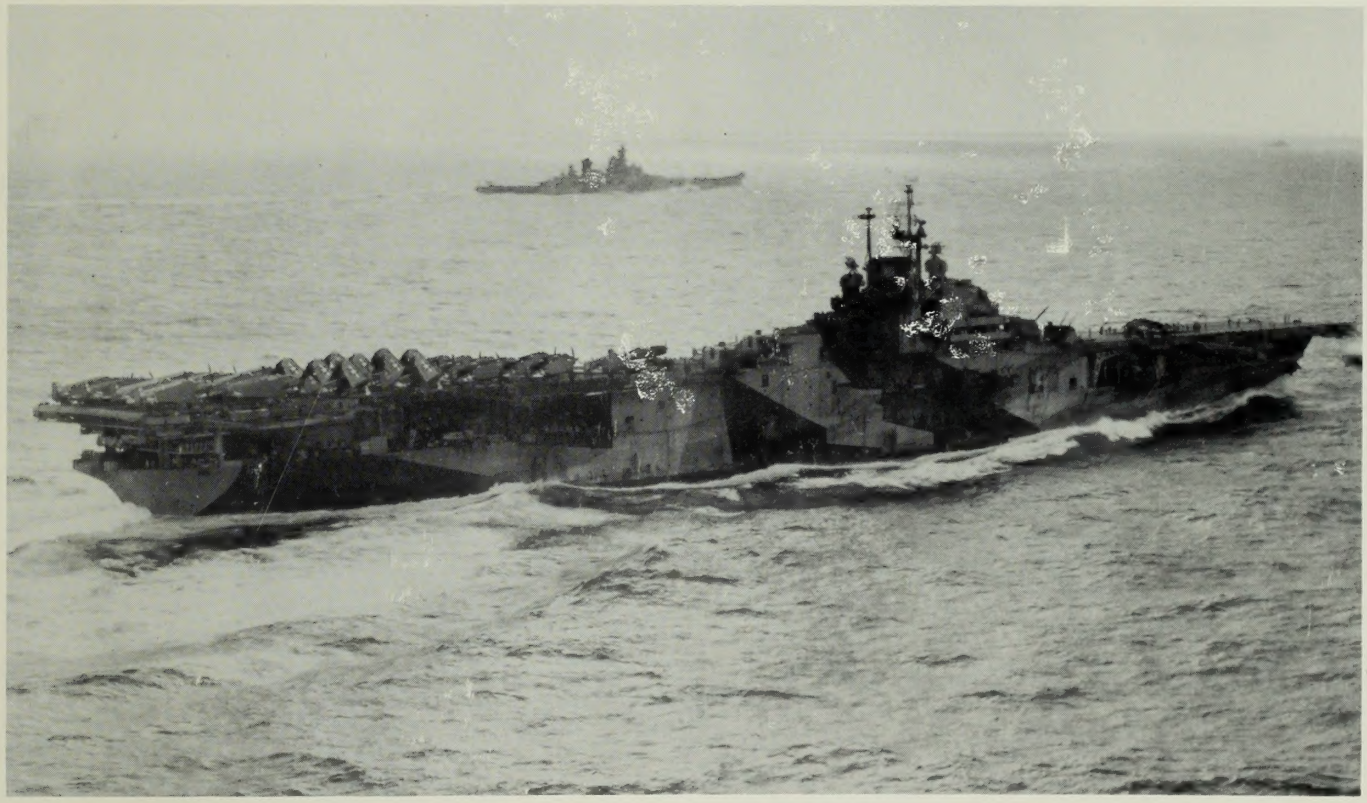

BY
DR. HARRY A. BUTOWSKY

Front Cover

USS Intrepid and USS Iowa in 1944

Back Cover

USS Pampanito in 1945

Warships Associated with World War II in the Pacific

National Historic Landmark Theme Study

By

Dr. Harry A. Butowsky

National Park Service

History Division

May 1985

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Warships Associated with World War II in the Pacific

National Historic Landmark Theme Study

Table of Contents

Introductory Essay--A short summary of warships associated with the Theme of World War II in the Pacific--prepared in response to Public Law 95-348.

Aircraft Carriers

Essex class

1. USS Intrepid (New York, New York)
2. USS Yorktown (Charleston, South Carolina)

Battleships

North Carolina class

3. USS North Carolina (Wilmington, North Carolina)

South Dakota class

4. USS Alabama (Mobile, Alabama)
5. USS Massachusetts (Fall River, Massachusetts)

Iowa class

6. USS Missouri (Long Beach, California)

Cruisers

Des Moines class

7. USS Des Moines (Philadelphia, Pennsylvania)

Destroyers

Fletcher class

8. USS Kidd (Baton Rouge, Louisiana)
9. USS Cassin Young (Boston, Massachusetts)
10. USS The Sullivans (Buffalo, New York)

Allen M. Sumner class

11. USS Laffey (Charleston, South Carolina)

Gearing class

12. USS Joseph P. Kennedy, Jr. (Fall River, Massachusetts)

Submarines

Gato class

13. USS Silversides (Chicago, Illinois)
14. USS Drum (Mobile, Alabama)
15. USS Cobia (Manitowoc, Wisconsin)
16. USS Cod (Cleveland, Ohio)

Balao class

17. USS Bowfin (Honolulu, Hawaii)
18. USS Pampanito (San Francisco, California)
19. USS Lionfish (Fall River, Massachusetts)
20. USS Becuna (Philadelphia, Pennsylvania)

Tench class

21. USS Torsk (Baltimore, Maryland)

Minesweepers

Admirable class

22. USS Hazard (Omaha, Nebraska)
23. USS Inaugural (St. Louis, Missouri)

Torpedo Boats

24. PT 796 (Fall River, Massachusetts)

Liberty Ships

25. SS Jeremiah O'Brien (San Francisco, California)

Foreign Warships

26. U-505 (Chicago, Illinois)

Warships Associated with World War II in the Pacific

National Historic Landmark Theme Study

This theme study has been prepared for the Congress and the National Park System Advisory Board in partial fulfillment of the requirements of Public Law 95-348, August 18, 1978. The purpose of the theme study is to evaluate surviving World War II warships that saw action in the Pacific against Japan and to provide a basis for recommending certain of them for designation as National Historic Landmarks.

During the course of this study more than 40 surviving warships and merchantmen dating from World War II were identified and visited. Twenty-five of these were found likely to meet the criteria of the National Historic Landmarks Program and are represented by inventory forms in this study. A twenty-sixth ship, USS Missouri, is written up because it is listed on the National Register of Historic Places, but is not likely to meet the criteria because of substantial changes made to her since listing.

These vessels include most of the major types and classes of warships to see service from 1941 to 1945. The theme study is organized by classes because this is the best way to organize and describe the types of ships that saw service in the war. Many of these classes, especially for the destroyers and submarines, represent the development of warship design theory that evolved as a result of the hard lessons learned in battle against the Japanese during the war. Because of this, many of these classes are individually important and represent either an interim or final point in warship design. Included in this study are aircraft carriers, battleships, cruisers, destroyers, submarines, minesweepers, and a number of other types such as Liberty Ships, and PT Boats. One German submarine is included in this theme study for several reasons: first, it is the only surviving one of its type anywhere; second, it relates to War in the Pacific in that the German submarine threat had to be defeated in order to shift strategic emphasis to the Pacific theater.

The American battle fleet that fought against Japan in World War II was made up of many of these types of ships, each performing her specialized mission and supporting general fleet operations. The battle fleet in the Pacific provided an attack capability that destroyed Japan's warships and merchant marine and spearheaded the amphibious attacks that threatened the home islands with invasion. The success of the fleet was dependent upon the successful operation of its many component ships, each performing a specialized mission to accomplish the overall objective of defeating Japan. These 26 ships represent the elements of a World War II battle fleet in the Pacific that will best enable future generations of Americans to appreciate the magnitude and complexity of naval power that eventually won the war against Japan in 1945.

Aircraft Carriers

Essex class

1. USS Intrepid (New York, New York)
2. USS Yorktown (Charleston, South Carolina)

USS Intrepid and USS Yorktown appear to meet the criteria for designation. Both ships are Essex class aircraft carriers that fought against Japan in World War II and represent the role and power of the aircraft carrier as the principal capital ship of the navy after 1941. The Pacific War against Japan was fought over vast reaches of ocean employing aircraft carriers as highly mobile weapons capable of destroying enemy ships and bases at great distances. Japan's success early in the war and that of the United States later in the conflict was directly dependent on the achievements of the carrier battlegroups deployed by each side. Essex class carriers represent the determination and industrial potential of the United States to achieve victory in World War II. Both ships have been altered from their World War II configuration with the addition of angled flight decks. Both ships are in good condition and are preserved as museum ships.

Two other Essex class carriers inspected during this study are USS Lexington and USS Shangri La. USS Lexington is still in active service with the navy as a training carrier based in Florida. During the course of this study she was in the Philadelphia Navy Yard undergoing a refit. She is expected to remain on active duty with the navy until the 1990s. It is recommended that she be reexamined again after her retirement by the navy to determine if her condition and integrity, at that time, warrant her designation as a National Historic Landmark.

USS Shangri La is in the Philadelphia Navy Yard awaiting final disposition by the navy. She has been promised to a group of citizens in Tampa, Florida as the centerpiece of an air, sea, and space museum. USS Shangri La is not recommended for designation due to her poor condition.

Battleships

North Carolina class

3. USS North Carolina (Wilmington, North Carolina)

South Dakota class

4. USS Alabama (Mobile, Alabama)
5. USS Massachusetts (Fall River, Massachusetts)

Iowa class

6. USS Missouri (Long Beach, California)

These ships represent the World War II role of the American battleship which changed from the principal capital ship of the navy to a support ship designed to protect and screen the fast Essex class carrier battlegroups.

USS North Carolina, USS Alabama, and USS Massachusetts appear to meet the criteria for designation. These ships were all fast new American battleships that illustrate the role of the battleship as the protector of the aircraft carrier. USS North Carolina and USS Alabama are in excellent condition and retain their World War II integrity. USS Massachusetts is in good condition and retains her World War II integrity. All three ships saw action in the Pacific during World War II.

USS Missouri does not appear to meet the criteria for designation. USS Missouri is perhaps the most famous American battleship dating from the war. It was on her deck on September 2, 1945, that the Japanese signed the surrender ending World War II. For many years she was in reserve in the navy yard at Bremerton, Washington. In 1983 the navy moved her from Bremerton to Long Beach, California, to prepare the ship for active duty. As a result of her modernization, USS Missouri has lost her World War II integrity. It is recommended that in view of her significant association with the end of the war, that when she is released from active service, that her condition be examined again to determine her potential for designation as a National Historic Landmark.

In addition to the above battleships, USS New Jersey, USS Iowa and USS Wisconsin were examined in the study. USS New Jersey and USS Iowa do not appear to meet the criteria for designation because they have been modernized and returned to active service by the navy and have lost their World War II integrity. USS Wisconsin is the last Iowa class battleship still retained by the navy that has not been modernized. USS Wisconsin is now in the Philadelphia Naval Yard and is scheduled for activation in 1986. Because this activation will result in the destruction of the historic character of USS Wisconsin, the ship will not meet the criteria for designation as a National Historic Landmark.

USS Texas now preserved in San Jacinto, Texas, is a World War I era battleship that saw extensive service in World War II and is already a National Historic Landmark.

Cruisers

Des Moines class

7. USS Des Moines (Philadelphia, Pennsylvania)

By 1942 cruisers had become the principal surface combat ship in the Pacific. In addition to screening the fast attack carriers, cruisers carried out gunnery raids on enemy held shores, provided fire support for amphibious operations and were given many assignments in support of general fleet operations. Of the many existing types and classes of American cruisers that fought in the Pacific none has survived unaltered today. USS Des Moines is the culmination of wartime American cruiser development. She is the first of a class of ships designed to effectively compete against Japanese cruisers in World War II. Although she was not commissioned until after the end of the war her design concept and equipment date from the war. She represents one of the last big gun wartime cruisers in existence today. She is still retained by the navy in the reserve fleet at the Philadelphia Naval Yard along with two other Des Moines class crusiers, USS Salem and USS Newport News. She is the first ship of her class and is in the best condition of the three cruisers.

USS Little Rock, a Cleveland class heavy cruiser, now preserved as a war memorial in Buffalo, New York, was also inspected. Although she is in good condition and well maintained, USS Little Rock has lost her historic character and does not appear to meet the criteria for designation as a National Historic Landmark. In 1960 the navy converted USS Little Rock to a Talos missile cruiser. She was commissioned on June 1945 and saw no World War II service.

Destroyers

Fletcher class

8. USS Kidd (Baton Rouge, Louisiana)
9. USS Cassin Young (Boston, Massachusetts)
10. USS The Sullivans (Buffalo, New York)

Allen M. Sumner class

11. USS Laffey (Charleston, South Carolina)

Gearing class

12. USS Joseph P. Kennedy, Jr. (Fall River, Massachusetts)

Destroyers in World War II were general all purpose ships ready to fight off attacks from the air, on the surface, or from below the sea. They could be called upon to give fire support to troops, deliver mail and people to other ships, rescue pilots, and serve as the distant early warning eyes of the fleet in hostile waters.

Fletcher class destroyers are particularly significant and played a major role in the defeat of Japan in the Pacific. Fletcher class destroyers were the first to break with design practices that had developed as a result of the London Treaty of 1930. They were large ships that carried sufficient food, fuel, ammunition and stores for extended operations in the Pacific. With 175 built, Fletcher class destroyers were the largest class of destroyers constructed by the United States in World War II. USS Kidd, USS Cassin Young, and USS The Sullivans are all Fletcher class destroyers. USS Kidd is in excellent condition and retains her World War II integrity. USS Cassin Young and USS The Sullivans are in good condition and retain most of their World War II integrity. All three appear to meet the criteria for designation.

USS Laffey, an Alan M. Sumner class destroyer, also appears to meet the criteria for designation. The Alan M. Sumner class was an interim design between the Fletcher class and the much improved Gearing class. USS Laffey is particularly significant because of her action on April 16, 1945, when she fought one of the most famous destroyer-kamikaze duels of the Pacific War. In the space of 90 minutes she was attacked by 22 Japanese kamikazes and bombers. During this action USS Laffey managed to shoot down 11 of the attacking planes while being hit by five kamikazes and two bombs killing 32 and wounding 71 of her crew. USS Laffey was awarded a Presidential Unit Citation for this action.

USS Laffey is the only Alan M. Sumner class destroyer surviving today in the United States. She is in fair condition and has lost some of her World War II integrity.

USS Joseph P. Kennedy Jr., a Gearing class destroyer, appears to meet the criteria for designation. The Gearing class was a late World War II design and represents the ultimate development in World War II destroyer design. USS Joseph P. Kennedy, Jr. is in good condition and, although modernized, retains much of her World War II integrity. She is the only surviving Gearing class destroyer today in the United States.

USS Stewart, a World War II DET class destroyer escort, was also examined during the course of this study. USS Stewart is in Galveston, Texas displayed with the submarine USS Cavalla at Sea Wolf Park.

Although USS Stewart is the last surviving destroyer escort dating from World War II she does not appear to meet the criteria for designation because of her poor condition. It is recommended that USS Stewart be examined again in the future and, if her condition is improved, that she be considered for possible designation because she is the last representative of an important class of warship that saw service in the Pacific.

Submarines

Gato class

13. USS Silversides (Chicago, Illinois)
14. USS Drum (Mobile, Alabama)
15. USS Cobia (Manitowoc, Wisconsin)
16. USS Cod (Cleveland, Ohio)

Balao class

17. USS Bowfin (Honolulu, Hawaii)
18. USS Pampanito (San Francisco, California)
19. USS Lionfish (Fall River, Massachusetts
20. USS Becuna (Philadelphia, Pennsylvania)

Tench class

21. USS Torsk (Baltimore, Maryland)

The role of American submarines in the war against Japan cannot be overestimated. During four years of war, American submarines sank more than 600,000 tons of Japanese warships and more than 5,000,000 tons of merchant shipping. This was accomplished by a force that never numbered more than two percent of naval personnel engaged in the war. American submarines formed a blockade that denied Japan the oil, food, and other raw materials she needed to continue to fight. By 1945, without this commerce and the raw materials it supplied to her war effort, Japan found it impossible to continue the war outside of the homeland.

The Gato class was the standard design for American submarines at the beginning of World War II. The Gato class, and its successor, the Balao class, bore the brunt of the fighting against Japan during the war. Gato class submarines were successful boats that proved to be fast, strong, well armed, and suited to the long-range patrols necessary to fight in the Pacific. USS Silversides, USS Drum, USS Cobia, and USS Cod are all Gato class submarines. They all appear to meet the criteria for designation as National Historic Landmarks. USS Silversides and USS Drum are in excellent condition, retain their World War II integrity, and have significant war records. USS Cobia is in excellent condition, retains her World War II integrity and saw service in the Pacific during the war. USS Cod is in good condition, retains her World War II integrity and saw service in the Pacific during the war. USS Cod is the only World War II submarine preserved as a war memorial that has not been altered to accommodate visitor access. Visitors to USS Cod must enter the submarine the same way the sailors did in World War II.

Two additional Gato class submarines, USS Croaker (Groton, Connecticut) and USS Cavalla (Galveston, Texas), were inspected during this study. USS Croaker shows a severe loss of her World War II integrity and for this reason does not appear to meet the criteria for designation as a National Historic Landmark. USS Croaker is missing two of her forward torpedo tubes, one complete diesel engine, parts of two other diesel engines, both periscopes, and much of her internal equipment.

USS Cavalla had a highly significant war record in the Pacific, earning a Presidential Unit Citation, and sinking the Japanese aircraft carrier Shokaku on June 19, 1944. After the war, USS Cavalla was converted into a snorkel-equipped Guppy submarine. USS Cavalla does not appear to meet the criteria for designation because of her seriously deteriorated condition. The wooden deck of USS Cavalla has been replaced with concrete, her interior is dirty and vandalized, and her exterior is severely rusted.

Balao class submarines were an improved version of the previous Gato class. They were designed to dive to a depth of 400 feet as opposed to the 300 feet for Gato class boats. Like Gato class submarines they were built in large numbers and carried much of the burden of the submarine war in the Pacific. USS Bowfin, USS Pampanito, USS Lionfish and USS Becuna are all Balao class submarines. They all appear to meet the criteria for designation as National Historic Landmarks.

USS Bowfin and USS Pampanito are in excellent condition, retain their World War II integrity, and have significant war records. USS Lionfish is in excellent condition, retains her World War II integrity, and saw service in the Pacific. USS Becuna is in good condition, has some loss of her World War II integrity, and saw service in the Pacific.

USS Ling (Hackensack, New Jersey) was not visited during this study because she saw no service in the Pacific. USS Batfish (Muskogee, Oklahoma) was not visited because the owners could not be located. USS Clamagore does not appear to meet the criteria for designation because of the loss of her World War II integrity and her lack of service in the Pacific.

USS Torsk appears to meet the criteria for designation because she is the only surviving Tench class submarine that saw service in the Pacific. Tench class boats were improved copies of the previous Gato/Balao classes and represent the final submarine design of World War II. USS Torsk is particularly significant in that she fired the last torpedoes of World War II and is credited with sinking the last Japanese combat ships to be lost in the war. USS Torsk is in good condition with some loss of her World War II integrity.

USS Requin, (Tampa, Florida), another Tench class submarine, is now preserved as a war memorial. USS Requin was not visited because of her lack of service in the Pacific. USS Requin arrived at Pearl Harbor just two weeks before the end of the war.

Minesweepers

Admirable class

22. USS Hazard (Omaha, Nebraska)
23. USS Inaugural (St. Louis, Missouri)

USS Hazard and USS Inaugural appear to meet the criteria for designation as National Historic Landmarks. They are fleet minesweepers of the Admirable class that represent the role of the many support ships designed to service and protect larger naval vessels in operation against Japan in World War II. The purpose of fleet minesweepers was to arrive before the main battle fleet and sweep the area for mines. Minesweepers remained with the fleet during operations constantly sweeping for enemy mines. Minesweepers were the first navy vessels to arrive in a new area and the last to leave.

USS Hazard is one of the best preserved and maintained World War II warships in the country today. She was taken out of operation in 1946 and has survived as a museum ship in Omaha with all of her systems and equipment intact. She possesses total integrity and is a time capsule of a World War II-era navy minesweeper. USS Hazard served in the Pacific in 1945.

USS Inaugural is in fair condition and has lost a substantial amount of her World War II integrity. She is now being restored to her World War II configuration. She served in the Pacific in 1945.

Torpedo Boats

24. PT 796 (Fall River, Massachusetts)

PT 796 is a Higgins-type torpedo boat built for service in World War II. PT Boats were small, fast, and ultimately expendable interdiction ships, armed with torpedoes and machine guns for cutting enemy communication lines, for harassing enemy forces, and for short-range oceanic scouting. PT Boats were a significant American naval warship type in World War II and were responsible for numerous enemy losses in warships, material, and personnel.

PT 796 appears to meet the criteria for designation because she is the best remaining example of this type of warship in the country today. She is in excellent condition and retains her World War II integrity.

Liberty Ships

25. SS Jeremiah O'Brien (San Francisco, California)

Liberty Ships were an emergency response to a critical shortage of maritime cargo ships in World War II. Manned by merchant seamen and a naval armed guard, they carried all types of war supplies throughout the Pacific and Atlantic oceans. More than 2,700 Liberty Ships were constructed during the war. They were all built to a standardized design and represent the unexcelled industrial capacity of the United States to prepare and transport war supplies all over the world during the war. Liberty Ships were armed for defense and many of them participated in combat with enemy forces.

SS Jeremiah O'Brien appears to meet the criteria for designation because she is the sole operable unaltered survivor of this great fleet of ships built during the war. She represents the largest class of ships constructed by the United States during the war. SS Jeremiah O'Brien is in excellent condition and retains her World War II integrity.

Foreign Warships

Submarines

26. U-505 (Chicago, Illinois)

U-505 is a German World War II type IXC submarine that served in the Atlantic during World War II. Between 1941 and 1945 the American Navy and Merchant Marine fought bloody battles with German submarines for control of the sea lanes to Europe. It was only after the defeat of the German submarine menace by 1943 that men and war materiel began to flood British ports in preparation for the invasion of France in June 1944.

U-505 was selected to be preserved by the United States Navy as a tribute to the heroism of thousands of Americans who fought in the Battle for the Atlantic in World War II and as a war memorial to the many who died in this effort. U-505 represents the determination of the United States to gain victory over Germany in World War II. It was only after victory was won in the Atlantic that the full attention of the United States could be directed to the naval war against Japan. U-505 is in good condition and substantially retains her World War II integrity. She is the only surviving German type IXC submarine in the world today.

Aircraft Carriers

Essex class

1. USS Intrepid (New York, New York)
2. USS Yorktown (Charleston, South Carolina)

United States Department of the Interior
National Park Service

For NPS use only

received

date entered

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Intrepid (CV-11)

and/or common

2. Location

street & number Intrepid Square ___ not for publication

city, town New York ___ vicinity of

state New York code county code

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	X museum
___ building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Intrepid Sea-Air-Space Museum

street & number Intrepid Square

city, town New York ___ vicinity of state New York 10036

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of Parks and Terminals

street & number One Battery Park

city, town New York state New York 10004

6. Representation in Existing Surveys

title N/A has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	N/A original site
_X_ good	___ ruins	_X_ altered	N/A moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Intrepid (CV-11) was laid down at the Newport News Shipbuilding and Drydock Co., on December 1, 1941. After the outbreak of the war, work on USS Intrepid was accelerated and she was launched April 26, 1943, and commissioned on August 16, 1943.

USS Intrepid was the third Essex class carrier to be laid down by the United States. The Essex class of carriers was a half-way design. Carriers of that class were developed after the end of the Washington Naval Treaty and were thus considerably larger than comparable ships designed earlier. However, the outbreak of the war and the need to rush ships into action meant that they would be developed from earlier treaty-bound designs.[1] The Essex class was essentially an enlarged improved version of the previous Yorktown class featuring added antiaircraft armament, new high pressure boilers, new en echelon machinery arrangement, better underwater protection, more powerful catapults, and a second armoured deck on the hanger level.[2]

Specific ship data concerning USS Intrepid is:

Displacement:	27,000 tons standard / 36,000 tons full load
Length:	872 feet
Width:	148 feet
Draft:	28 feet full load
Machinery:	4-Shaft Westinghouse Turbines, 8 Babcock & Wilcox Boilers
Range:	15,000 miles at 15 knots
Armour:	Belt 4-2.5 inches, hanger deck 2.5 inches, armour deck over belt 1.5 inches
Armament:	90 plus aircraft, 12-5 inch / 38 caliber guns, various combinations of antiaircraft guns
Crew:	3,400 wartime

USS Intrepid was extensively modernized by the Navy in 1954 to convert her to a modern attack carrier capable of handling jets. All heavy guns were removed, the centerline elevator was sealed, and a new heavy duty starboard side elevator was installed. In a later refit an angled flight deck was added to the port side of the ship.

USS Intrepid is in good condition and, although extensively modernized since World War II, she retains much of her wartime integrity. Her basic hull design, engines, machinery, operational equipment and hundreds of individual compartments remain intact from World War II. USS Intrepid is now operated as a memorial and museum ship in New York City by the Intrepid Sea-Air-Space-Museum.

8. Significance

Period	Areas of Significance—Check and justify below			
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion
1400–1499	archeology-historic	conservation	law	science
1500–1599	agriculture	economics	literature	sculpture
1600–1699	architecture	education	X military	social/ humanitarian
1700–1799	art	engineering	music	
1800–1899	commerce	exploration settlement	philosophy	theater
X 1900–	communications	industry	politics government	transportation
		invention		other (specify)

Specific dates 1941-1943 **Builder Architect** Newport News Shipbuilding and Dry Dock Company

Statement of Significance (in one paragraph)

Role of the Aircraft Carrier in World War II

In the years after World War I the nature and conception of naval power was changed by the perfection of the airplane and the rise of the aircraft carrier. Supporters of airpower argued that the battleship as the principal capital ship of the navy was obsolete because of the long reach of naval aircraft. This view was strengthened early in World War II when the British carried out a carrier strike on the Italian battlefleet at Taranto on November 11, 1940. Subsequent Japanese carrier strikes on the American battlefleet at Pearl Harbor and on the British ships HMS Prince of Wales and HMS Repulse confirmed the new order of naval strategy. The Pacific war of 1941-1945 against Japan was fought over vast stretches of ocean employing aircraft carriers as highly mobile weapons capable of destroying enemy ships and bases at great distances. The success of the Japanese in the early phases of the war and the Americans in the later stages of the war was attributed to a large extent to the successes of the carrier battlegroups deployed by each side. The defeat of the Japanese aircraft carriers by 1944 was a preview to the surrender of Japan in 1945.

Significance

USS Intrepid represents American aircraft carriers that fought against Japan in World War II for the following reasons:

1. USS Intrepid is a representative of the Essex class aircraft carriers. These ships were first ordered in 1940 and were ready for action by 1943. The Essex class aircraft carriers formed the core of the fast carrier task forces that won the war in the Pacific. After 1945 the Essex class formed the core of the postwar carrier fleet of the United States.

2. USS Intrepid was the third Essex class carrier built by the United States. She was commissioned in August 1943 and fought against Japan for two years. USS Intrepid was hit by enemy action on five occasions and fought in the largest naval battle in history at the Battle of Leyte Gulf in 1944. USS Intrepid helped to sink both of Japan's superbattleships, Yamato and Musashi. She received five battlestars for her World War II service.

3. USS Intrepid is in good condition and although extensively modernized in the years since 1945 retains much of her wartime integrity. Her basic hull design, machinery, engines, and operational equipment and hundreds of compartments still date from World War II.

FOOTNOTES

1. Norman Friedman, US Aircraft Carriers -- An Illustrated Design History (Annapolis, Maryland: Naval Institute Press, 1983), p. 133.

2. Roger Chesnau, ed., Conway's All The World's Fighting Ships 1922-1946 (New York: Mayflower Books, 1980), p. 104.

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Belote, James H. and Belote, William M. Titans of the Sea. New York: Harper & Row, 1975.

Chesnau, Roger, ed. Conway's All The World's Fighting Ships 1922-1946. New York: Mayflower Books, 1980.

Friedman, Norman. US Aircraft Carriers -- An Illustrated Design History. Annapolis, Maryland: Naval Institute Press, 1983.

Sowinski, Larry. USS Intrepid Album. Levittown, New York: Gerard Graphics, 1976.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Central Park

Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	18	584420	4512840
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	Harry A. Butowsky		
organization	National Park Service	date	May 1985
street & number	Division of History	telephone	(202) 343-8168
city or town	Washington	state	DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

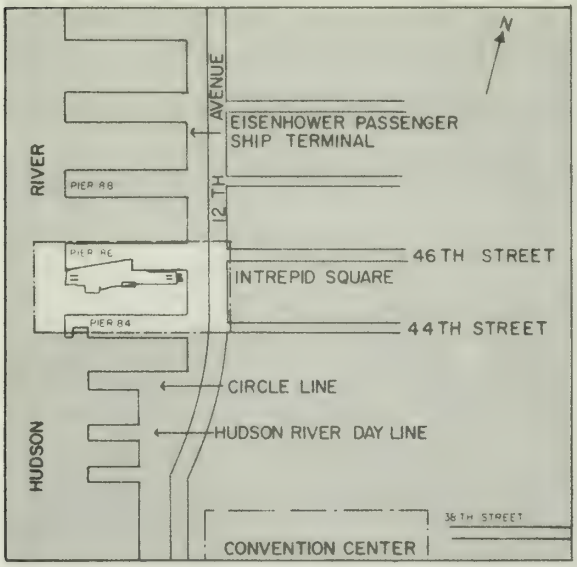
Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

LOCATION



Intrepid Square—a new address in midtown Manhattan.

The Intrepid is permanently berthed at Pier 86, at the west end of Forty Sixth Street in the Hudson River. Mayor Ed Koch, foreseeing the museum as a centerpiece in the City's planned West Side redevelopment, christened the surrounding area Intrepid Square in honor of the ship. Just blocks away from New York's spectacular new Convention Center, Intrepid Square is flanked by the Hudson River Day Line and Circle Line piers to the south and the Eisenhower passenger ship terminal to the north. Pier 86 is within easy access of nearly all of Manhattan's best known tourist attractions, and is serviced by public transportation, with parking nearby.

A perfect location—for one of New York City's most frequently visited addresses.

Walk the deck of the **legendary aircraft carrier Intrepid,** 900 feet of steel and spirit; you'll touch the very planes that soared off her Flight Deck. High above in the Island bridges, you'll look down onto Intrepid's unique airwing, featuring supersonic jets and diverse aircraft from every corner of American aviation. You'll sit in the Captain's chair and survey the Admiral's fleet charts; you're in command of Intrepid 'as she sailed!'

Below, in **Intrepid's huge Hangar Deck,** you'll step into worlds of past, present and future. The UNITED STATES NAVY HALL places you on the deck of a modern supercarrier, amid the sights, sounds and aircraft of today's Navy. You'll actually feel the surge of launching in your own jet fighter in the CARRIER OPERATIONS THEATER. Then, you'll relive the harrowing days of Intrepid's World War II service in the INTREPID HALL, and join in the adventure of aviation's earliest days in the PIONEERS HALL. Finally, you'll step with astronauts into man's final frontier in Intrepid's TECHNOLOGIES HALL.

Exploring Intrepid, you'll relive **forty years of American history**—from deadly kamikaze attacks in the World War II Pacific, to later tours in the Atlantic, the Mediterranean, and in Southeast Asia. Her career included Mercury and Gemini recovery missions, and in 1976 she served as the Navy and Marine Bicentennial host ship. And now, New York: a new home and a final mission for Intrepid!

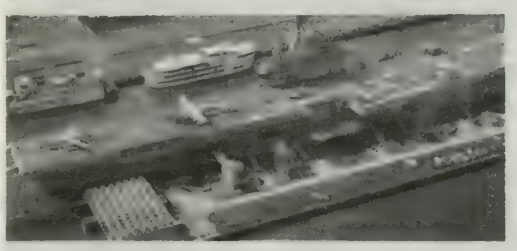
Intrepid is a museum of **20th Century history and technology** in the sea, air and space sciences. You'll discover the worlds of undersea exploration, satellite communication, ship and aircraft design, and the historic landmarks of America's technological achievements. And you'll learn how the scientific and military communities work together in pursuit of excellence and freedom, and of peace.

Your tour of Intrepid is the beginning of a **multi-year restoration** and expansion program; eventually, you'll be able to explore virtually the entire ship. The next new exhibit areas, opening this year, will feature some of the ship's vital operational spaces, including the Combat Information Center and Air Traffic Control, as well as crew's restored berthings and battle stations. Intrepid currently features four thrilling films, a continuous schedule of traveling exhibitions, and a full calendar of special events; she'll be bigger and better each time you visit!

MUSEUM FACILITIES AND SERVICES

Intrepid is pleased to provide a variety of amenities to make your visit most enjoyable. The museum is comfortably temperature controlled throughout the year. Recorded tours of the ship are available, as well as a limited schedule of personal guided tours. You'll find our Museum Gift Shop and Cafe at the rear of the Hangar Deck. An elevator provides handicapped access to Hangar Deck level.

Intrepid's Educational Services staff offers guides



for visiting school groups, as well as pre-visit study packets and other educational material upon request. The museum offers banquet, conference and party facilities to interested groups, and sponsors a wide range of in-house volunteer programs. For information on these and other museum services and facilities, call or inquire at the box office.

WHEN, WHERE, ETC.

The Intrepid Sea-Air-Space Museum is located at Pier 86 on midtown Manhattan's west side (46th Street and 12th Avenue).

Summer Hours: (1st Monday in May through last Sunday in October) Open 7 days a week from 10:00 am—7:00 pm (box office closes 5:00 pm).

Winter Hours: (November through April) Open Wednesday through Sunday 10:00 am-5:00 pm (box offices closes 4:00 pm)

Access via Bus (M16 or M106) • Admission—Adults: $5.00 Children: $2.50 • Group and Senior Citizen rates available • Parking nearby • Tickets available at all Ticketron outlets • For additional information, please call (212) 245-0072.

INTREPID
Sea·Air·Space
MUSEUM™

(212) 245-2533 INTREPID SQUARE, NEW YORK, NY 10036

sea air space

INTREPID MUSEUM

INTREPID SQUARE, NEW YORK CITY

The staff of Intrepid is delighted to welcome you aboard. In order to make your visit most enjoyable, we hope you'll take a moment to look over the suggestions below on touring the Intrepid Sea-Air-Space Museum. We don't want you to miss a thing.

The Hangar Deck, Flight Deck and Command Bridges are diagrammed on the reverse side, with our suggested tour route. Naturally, you're invited to spend as much time as you like in each area, but we request that you be considerate during crowded hours in the ship's smaller spaces. For your safety, the museum management reserves the right to close the Flight Deck in inclement weather and at sundown. Please don't hesitate to ask if any member of the museum staff can be of assistance. Enjoy your visit!

SECURITY

The museum's security office is located onboard. If you should have any problem or First Aid need, please notify any uniformed security person for assistance. Please use great care in climbing Intrepid's stairways. Many have been widened for your safety.

HANDICAPPED FACILITIES

An elevator located at Tower #1, is provided for the use of handicapped visitors only. Handicap-equipped restrooms are located forward of the main restrooms on the Hangar Deck, and on the pier. Note: At this time, there are no facilities providing access above the Hangar Deck level for handicapped visitors.

INFORMATION DESK

Intrepid's Information Desk is located on the Hangar Deck opposite the Main Entrance in the United States Navy Hall. You'll find literature on museum membership, volunteer opportunities, tour and program schedules, and lots of other important information.

FILM SHOW SCHEDULE

AIR POWER AT SEA (Carrier Operations Theater)
A voyage aboard the nuclear carrier Nimitz during air-wing operations—today's navy at its most thrilling! (Film begins every 20 minutes.)

SPIRIT OF INTREPID (Intrepid Hall)
Back through time to Intrepid's most harrowing days—the war in the Pacific, 1944. (Presentation begins every 30 minutes.)

THE MEDAL OF HONOR (Hall of Honor)
Martin Sheen narrates this compassionate study of the ordinary Americans whose heroism earned them the Congressional Medal of Honor. (Presentation begins every 20 minutes.)

REFLECTIONS (Technologies Hall)
A thoughtful new look at our world through the eyes of Apollo astronaut Rusty Schweikart. (16 minute film, continuous.)

MEN AND SHIPS IN SPACE (Technologies Hall)
From the dreams of yesterday to the reality of tomorrow as man reaches for the stars. (Film begins every 20 minutes.)

RESTROOMS

Restrooms are located on the Hangar Deck level, aft, and in the main building on the Pier. (See diagram, reverse side.)

PHOTOGRAPHS

You're invited to take as many pictures as you like, flash or otherwise, except where specifically restricted. You'll find extra film in the Museum Gift Shop. Arrangements for commercial photography or filming must be made through the office of the Executive Director.

GIFT SHOP/CAFETERIA

Located aft on Intrepid's Hangar Deck, you'll find the perfect momento of your visit in our Museum Gift Shop. Then enjoy a sandwich or snack in the ship's Cafeteria, right next to the Gift Shop.

RECORDED TOUR

You'll enjoy your visit even more with a Recorded Tour, available immediately inside the main entrance on the Hangar Deck.

NEW EXHIBITS

We hope you'll share our excitement on Intrepid's final mission, and that you'll come back often to watch us grow. During the coming year, we'll be opening new exhibits, watch for them! Eventually, you'll be able to tour the entire ship.

For now, we ask that you observe the ship's restricted areas while they're being restored. These areas will be clearly marked "No Access." For your safety, this is our most important rule.

ABOUT INTREPID

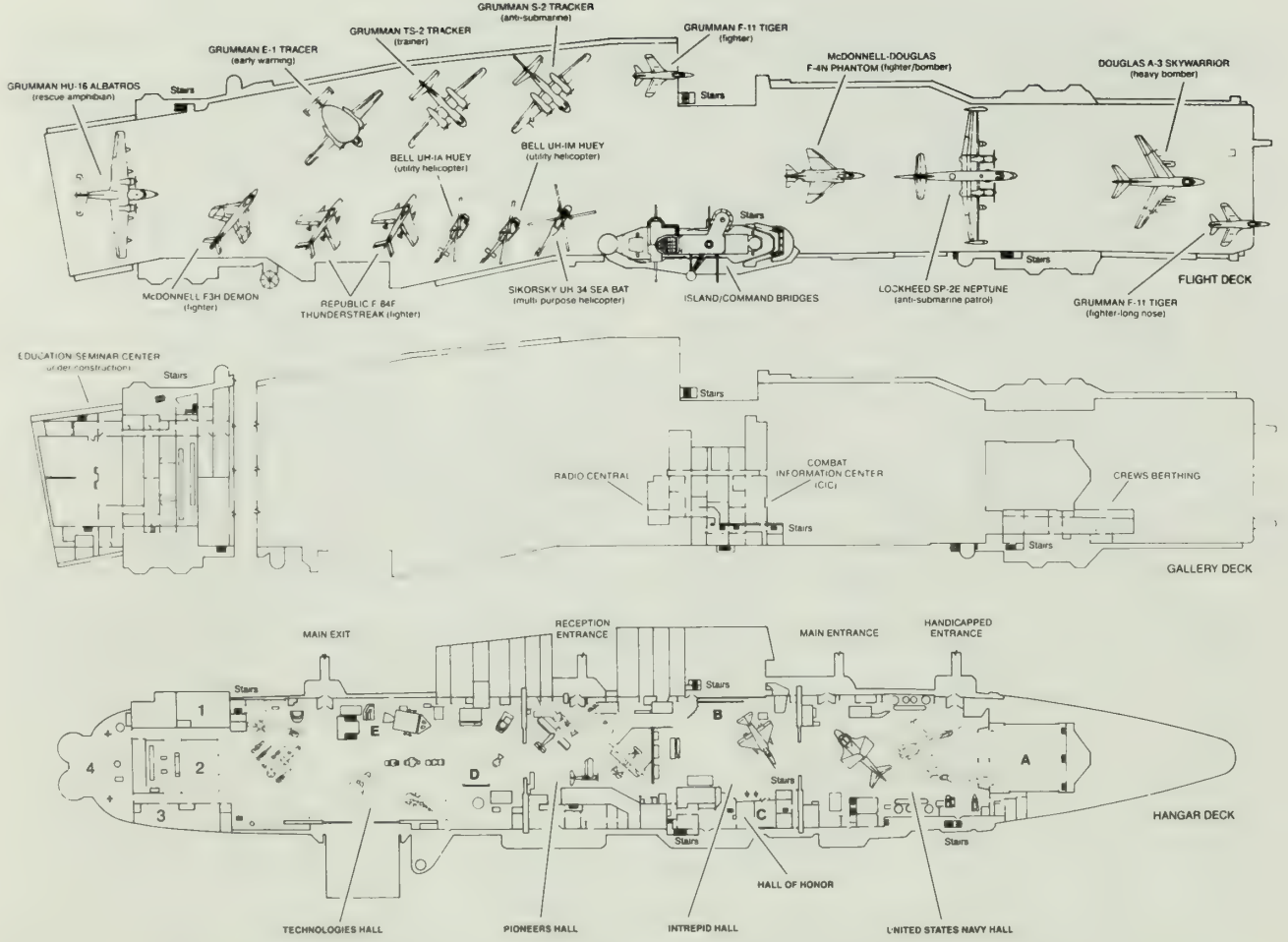
The building of Intrepid, one of 24 Essex-class carriers, was begun six days before the Japanese attack on Pearl Harbor (December 7, 1941). She was completed in 18 months, at a cost of $44 million (approximately the cost of two modern navy fighter planes!). During World War II, she carried as many as 103 aircraft and about 3300 men. After her 1954 modernization, Intrepid's length was increased from 872' to 900', her new angled Flight Deck to 192' at its widest point, and her displacement (weight) from 36,000 tons full load to 42,000 tons. Intrepid has four steam turbine engines fed by eight boilers, and could generate about 150,000 horsepower to steam at 33 knots (almost 38 mph). The ship's electrical system is tied together by over 20,000 miles of wiring!

Counting from the Hangar Deck, Intrepid goes eleven decks up (plus the 64 foot mast!) and seven down into the hold. She has recorded more than 100,000 landings during her 31 year active career.

WELCOME ABOARD

INTREPID

INTREPID
Sea·Air·Space
MUSEUM



TOURING THE INTREPID

You'll board the Intrepid on the Hangar Deck in the United States Navy Hall (see deck plans, left). We suggest you start your tour forward in the Carrier Operations Theater, and then make your way aft (right to left on deck plan). On the Hangar Deck you'll find Intrepid Hall, the Hall of Honor, Pioneers Hall, Technologies Hall, the museum's Gift Shop, Cafeteria and Restrooms.

The Gallery Deck (above the Hangar Deck) contains Intrepid's restored Combat Information Center complex. Continue up to the Flight Deck for a close-up look at Intrepid's air wing. From the Flight Deck, climb up into the Island and tour Intrepid's bridges. Back down below the Flight Deck (forward), you'll find the Gallery Deck crew's quarters. At the conclusion of your tour, one of the four Hangar Deck towers will take you back down to Pier 86.

Note: When Flight Deck is closed due to inclement weather, please use the inboard staircase through Intrepid Hall (Hangar Deck) for access up to Gallery Deck and Island.

MUSEUM LEGEND

1. Restrooms
2. Cafeteria
3. Gift Shop
4. Smoking Area

FILM/SHOW LOCATIONS

A "Air Power at Sea"

B "Spirit of Intrepid"

C "Medal of Honor"

D "Men and Ships in Space"

E "Reflections"

Smoking is not permitted in ANY AREA of the ship, (inside or out), except on the fantail (Hangar Deck aft)

Food and beverages are permitted ONLY in the museum cafeteria (2), or on the pier.

Mapped, edited, and published by the Geological Survey
Revised in cooperation with New York Department of Transportation

Control by USGS, USC&GS, and New Jersey Geodetic Survey

Planimetry by photogrammetric methods and from USC&GS Charts T-4567, T-5089, T-5264, T-5278, T-5448, T-5449, T-5451, T-5452, T-5453, T-5458, and T-5778 Topography by photogrammetric methods from aerial photographs taken 1954 and planetable surveys 1956
Revised from aerial photographs taken 1966. Field checked 1966

Selected hydrographic data compiled from USC&GS Charts 226, 274, 745, 746, and 747 (1966). This information is not intended for navigational purposes

Polyconic projection. 1927 North American datum
10,000-foot grids based on New York coordinate system, Long Island zone, and New Jersey coordinate system
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

Red tint indicates areas in which only landmark buildings are shown

UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

(JERSEY CITY) 6165 II NE

Identification Key to Photographs

1. Name of Property
2. City and State where located
3. Name of Photographer
4. Date of Photograph
5. Location of Photograph Negative
6. Description of View
7. Number of Photograph

1. USS Intrepid
2. New York, NY
3. Intrepid Sea Air Space Museum (ISASM)
4. 1982
5. ISASM
6. USS Intrepid in the Hudson River at 46th St.
7. Photo #1

1. USS Intrepid
2. New York, NY
3. ISASM
4. 1983
5. ISASM
6. Overhead view of USS Intrepid
7. Photo #2

1. USS Intrepid
2. New York, NY
3. ISASM
4. 1982
5. ISASM
6. Flight Deck, USS Intrepid
7. Photo #3

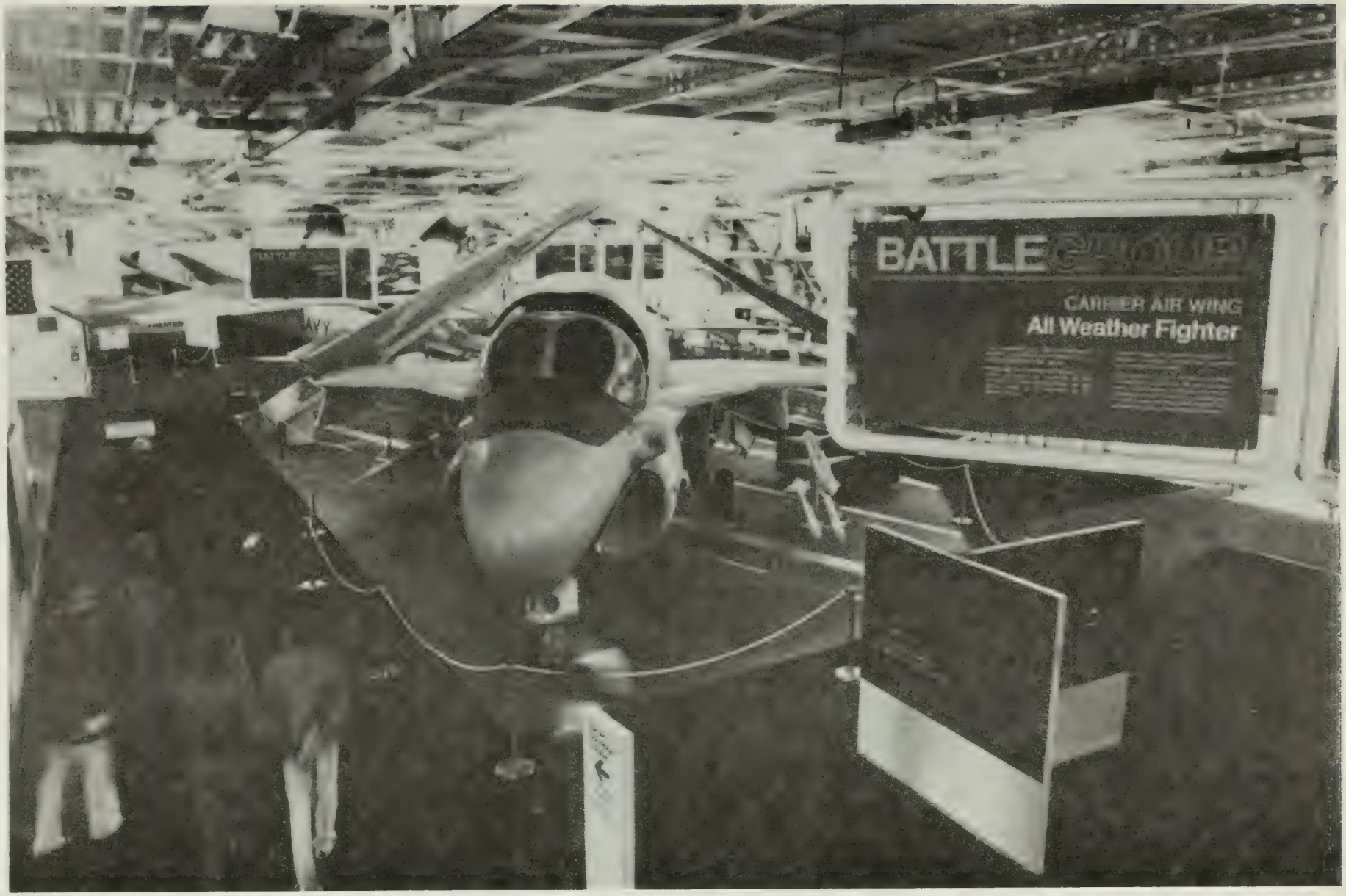
1. USS Intrepid
2. New York, NY
3. ISASM
4. 1982
5. ISASM
6. Flag and Navigating Bridges
7. Photo #4

INTAKES AND PHUE
NAVY
1783
AF

1. USS Intrepid
2. New York, NY
3. ISASM
4. 1982
5. ISASM
6. Flight Deck with aircraft
7. Photo #5

210

1. USS Intrepid
2. New York, NY
3. ISASM
4. 1983
5. ISASM
6. Hanger Deck with aircraft
7. Photo #6


BATTLE
All Weather Fighter

1. USS Intrepid
2. New York, NY
3. ISASM
4. 1983
5. ISASM
6. Hanger Deck, Carrier Operations Theater
7. Photo #7

BATTLE
UNDERWAY
NAVY

1. USS Intrepid
2. New York, NY
3. ISASM
4. 1983
5. ISASM
6. Hanger Deck, World War II Hall
7. Photo #8

1. USS Intrepid
2. New York, NY
3. US Navy
4. November 25, 1944
5. ISASM
6. Hanger Deck after kamikaze attack
7. Photo #9

United States Department of the Interior
National Park Service

For NPS use only

received

date entered

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Yorktown (CV-10)

and/or common

2. Location

street & number Charleston Harbor ___ not for publication

city, town Mt. Pleasant ___ vicinity of

state South Carolina code 045 county Charleston code 019

3. Classification

Category	Ownership	Status	Present Use	
___ district	_X_ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_X_ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Patriots Point Development Authority, State of South Carolina

street & number P.O. Box 986

city, town Mt. Pleasant ___ vicinity of state South Carolina 29464

5. Location of Legal Description

courthouse, registry of deeds, etc. Charleston County Courthouse

street & number 2 Courthouse Square

city, town Charleston state South Carolina 29401

6. Representation in Existing Surveys

title National Register Nomination Form has this property been determined eligible? _X_ yes ___ no

date 1982 ___ federal _X_ state ___ county ___ local

depository for survey records National Park Service, Interagency Resources Division

city, town Washington state DC 20013-7127

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	N/A original site
_X_ good	___ ruins	_X_ altered	N/A moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Yorktown (CV-10) was laid down at the Newport News Shipbuilding and Drydock Company on December 1, 1941. After the outbreak of the war, work on USS Yorktown was accelerated and she was launched on January 21, 1943 and was commissioned on April 15, 1943. USS Yorktown was to have been named USS Bon Homme Richard but soon after the Battle of Midway, in which the old USS Yorktown (CV-5) was sunk, the navy announced that CV-10 would be renamed USS Yorktown. Another Essex class carrier (CV-31) was later named USS Bon Homme Richard.

USS Yorktown was the second Essex class carrier to be laid down by the United States. The Essex class was a half-way design. Carriers of that class were developed after the end of the Washington Naval Treaty and were thus considerably larger than comparable ships designed earlier. However, the outbreak of the war and the need to rush ships into action meant that they would be developed from earlier treaty-bound designs.[1] The Essex class was essentially an enlarged improved version of the previous Yorktown class featuring added antiaircraft armament, new high pressure boilers, new en echelon machinery arrangement, better underwater protection, more powerful catapults, and a second armoured deck on the hanger level.[2]

Specific ship data concerning USS Yorktown is:

Displacement:	27,000 tons standard / 36,000 tons full load
Length:	872 feet
Width:	148 feet
Draft:	28 feet full load
Machinery:	4-Shaft Westinghouse Turbines, 8 Babcock & Wilcox Boilers
Range:	15,000 miles at 15 knots
Armour:	Belt 4-2.5 inches, hanger deck 2.5 inches, armour deck over belt 1.5 inches
Armament:	90 plus aircraft, 12-5 inch/.38 caliber guns, various combinations of antiaircraft guns
Crew:	3,400 wartime

During the Korean War USS Yorktown had all guns, except four-5 inch guns, removed; updated electronics installed; and steam catapults and stronger arresting cables, capable of handling jets, installed. USS Yorktown was extensively modernized by the Navy in 1955-58 and was converted from an attack (CVA) carrier to an antisubmarine (CVS) carrier. During this modernization a new angled flight deck, hurricane bow and escalators were added. USS Yorktown has remained in this configuration since 1958 with ultimate tonnage rising to 45,000 tons.[3]

USS Yorktown is in good condition and although extensively modernized since the war she retains much of her World War II integrity. Her basic hull design, machinery, operational equipment and hundreds of compartments remain intact. USS Yorktown is now operated as a memorial and museum ship in Mt. Pleasant, South Carolina by the Partiots Point Naval and Maritime Museum.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	___ architecture	___ education	X military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation	
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates 1941-1943 **Builder/Architect** Newport News Shipbuilding and Dry Dock Company

Statement of Significance (in one paragraph)

Role of the Aircraft Carrier in World War II

In the years after World War I the nature and conception of naval power was changed by the perfection of the airplane and the rise of the aircraft carrier. Supporters of airpower argued that the battleship as the principal capital ship of the navy was obsolete because of the long reach of naval aircraft. This view was strengthened early in World War II when the British carried out a carrier strike on the Italian battlefleet at Taranto on November 11, 1940. Subsequent Japanese carrier strikes on the American battlefleet at Pearl Harbor and on the British ships HMS Prince of Wales and HMS Repulse confirmed the new order of naval strategy. The Pacific war of 1941-1945 against Japan was fought over vast stretches of ocean employing aircraft carriers as highly mobile weapons capable of destroying enemy ships and bases at great distances. The success of the Japanese in the early phases of the war and the Americans in the later stages of the war was attributed to a large extent to the successes of the carrier battlegroups deployed by each side. The defeat of the Japanese aircraft carriers by 1944 was preview to the surrender of Japan in 1945.

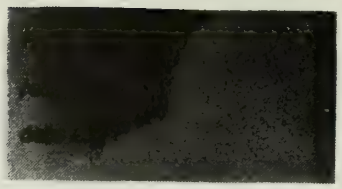
Significance

USS Yorktown represents American aircraft carriers that fought against Japan in World War II for the following reasons:

1. USS Yorktown is a representative of the Essex class aircraft carriers. These ships were first ordered in 1940 and were ready for action by 1943. The Essex class aircraft carriers formed the core of the fast carrier task forces that won the war in the Pacific. After 1945 the Essex class formed the core of the postwar carrier fleet of the United States.

2. USS Yorktown was the second Essex Class carrier built by the United States. She was commissioned in April 1943 and fought against Japan for more than two years. Her planes inflicted heavy damage on the Japanese at Truk and the Marianas, and she supported American ground troops in the Philippines, at Iwo Jima, and at Okinawa. She received eleven battle stars and a Presidential Unit Citation for her World War II service.

3. USS Yorktown is in good condition and although extensively modernized her basic hull design, operational machinery, engines and hundreds of compartments remain intact from World War II. No World War II Essex class carrier has survived intact. USS Intrepid, the only other World War II Essex class carrier preserved as a memorial ship, has also been modernized.



FOOTNOTES

1. Norman Friedman, US Aircraft Carriers--An Illustrated Design History (Annapolis, Maryland: Naval Institute Press, 1983), p. 133.

2. Roger Chesnau, ed., Conway's All the World's Fighting Ships 1922-1946 (New York: Mayflower Books, 1980), p. 104.

3. Dr. Clark G. Reynolds, "National Register of Historic Places Inventory USS Yorktown" (Mt. Pleasant, South Carolina: Patriots Point Naval and Maritime Museum, 1982), pp. 2-3.

BIBLIOGRAPHY

Belote, James H. and Belote, William M. Titans of the Sea. New York: Harper & Row, 1975.

Chesnau, Roger, ed. Conway's All The World's Fighting Ships 1922-1946. New York: Mayflower Books, 1980.

Friedman, Norman. US Aircraft Carriers--An Illustrated Design History. Annapolis, Maryland: Naval Institute Press, 1983.

Reynolds, Dr. Clark G. "National Register of Historic Places Inventory USS Yorktown." MT. Pleasant, South Carolina: Patriots Point Naval and Maritime Museum, 1982.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Charleston, South Carolina Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A	17	602210	3618410	B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

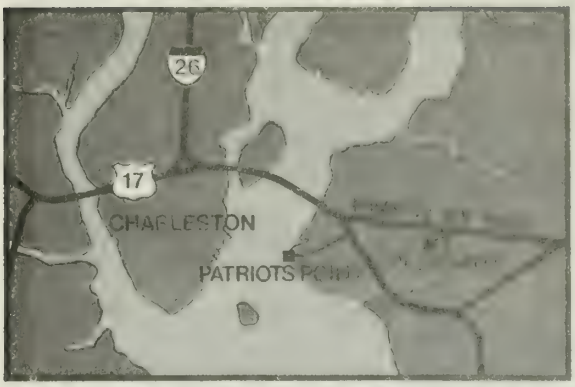
Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

OPEN DAILY



Charleston Harbor

Patriots Point is located in Mt. Pleasant, S.C. From Charleston, just cross the Cooper River bridge on Hwy. 17 North, stay to the right at the foot of the bridge, and turn at the traffic light.

PATRIOTS POINT

WORLD'S LARGEST NAVAL AND MARITIME MUSEUM

P.O. Box 986, Mt. Pleasant, S.C. 29464

150M/12/81 Printed in U.S.A.

VISIT

PATRIOTS POINT

WORLD'S LARGEST NAVAL AND MARITIME MUSEUM

Charleston Harbor, S.C.

Aircraft Carrier
Yorktown

Destroyer
Laffey

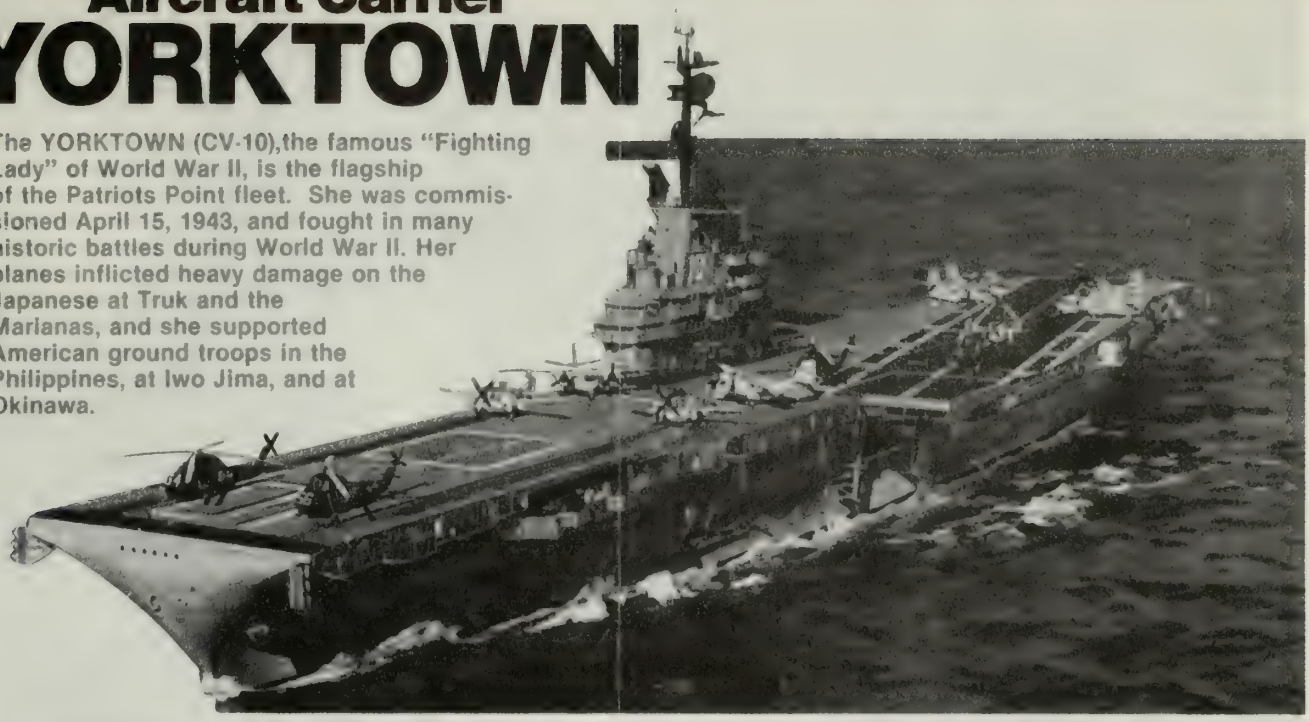
Nuclear Ship
Savannah

Submarine
Clamagore

PATRIOTS POINT LINKS

Aircraft Carrier
YORKTOWN

The YORKTOWN (CV-10),the famous "Fighting Lady" of World War II, is the flagship of the Patriots Point fleet. She was commissioned April 15, 1943, and fought in many historic battles during World War II. Her planes inflicted heavy damage on the Japanese at Truk and the Marianas, and she supported American ground troops in the Philippines, at Iwo Jima, and at Okinawa.



The YORKTOWN patrolled the western Pacific during the Cold War and fought in Vietnam. In December, 1968, the YORKTOWN recovered the crew of the Apollo 8, the first manned spacecraft to circle the Moon. The flight deck, hangar deck, and many working and living areas of the YORKTOWN such as the ship's hospital, bridge, and ready rooms are open to visitors. Nine carrier aircraft ranging from World War II TBM and B-25 to Vietnam war period anti-sub planes are on display. Special exhibits include a large collection of mines, the Charleston Naval Shipyard display of shipbuilding and repair, and rooms of artifacts from several historic flattops. National memorials on board are the "Arlington of Carrier Aviation" and the "Carrier Aviation Hall of Fame." The ship's theater regularly shows the Academy Award winning film about the YORKTOWN, "The Fighting Lady." You can have lunch or a snack at the ship's snack bar and see a panoramic view across Charleston Harbor from the fantail while you eat. The YORKTOWN gift shop offers many unusual gifts and souvenirs for your shopping pleasure.

Length: 888 feet Displacement: 41,000 tons Speed: 33 knots Crew and Air Group:over 3,000 men Planes: 90

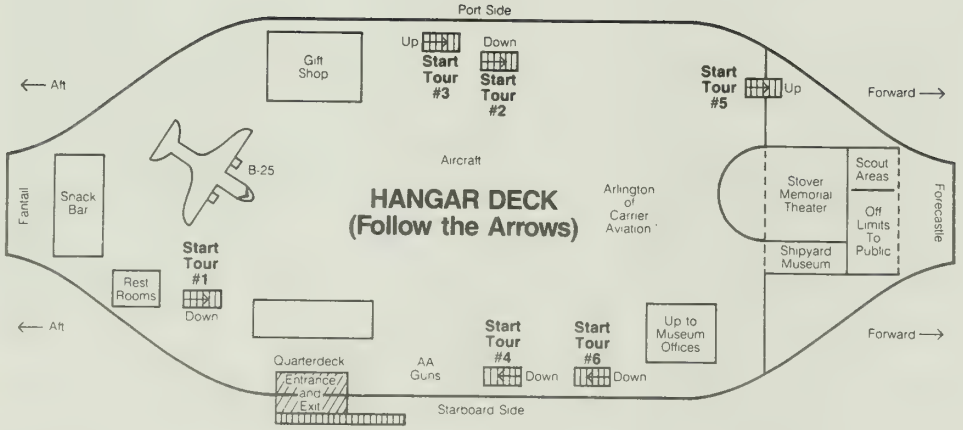
Girl and Boy Scout Camping on the YORKTOWN

The YORKTOWN offers a unique scout camping experience, with complete camping facilities on board, ship tours, and field trips in the historic Charleston area. Any organized youth group may also participate. For further information, contact: Patriots Point Naval and Maritime Museum, P.O. Box 986, Mt. Pleasant, S.C. 29464

Aircraft Carrier
YORKTOWN
"The Fighting Lady"

The YORKTOWN (CV-10) is the tenth aircraft carrier to serve in the United States Navy ("V" is the Navy's symbol for heavier-than-air craft, as opposed to "Z" for lighter-than-air blimps). She was named for the old YORKTOWN (CV-5) lost while repelling the Japanese Fleet at the Battle of Midway in 1942. Built in Newport News, Virginia, as an ESSEX-class carrier, the new YORKTOWN was commissioned on April 15, 1943. Under her first skipper, the famous part-Cherokee Indian, Captain J.J. "Jocko" Clark, she spearheaded the new Fast Carrier Task Force which defeated the Japanese Navy in the Pacific offensive of 1943-45. As such, she was immortalized in the Academy Award-winning motion picture of 1944 which named her in the title as "THE FIGHTING LADY" (shown on board daily - 60 minutes long).

The 888-foot YORKTOWN displaced 27,100 tons during World War II and carried a crew of 380 officers and 3,088 enlisted men and an air group of 90 planes. In the 1950s, she was modified with the addition of an angled deck for jets which increased her tonnage to 41,000, and then she was converted into an anti-submarine carrier. In this capacity she served in the Vietnam War in the 1960s and recovered the Apollo 8 astronauts, the first men to reach the vicinity of the Moon, in 1968. Decommissioned two years later, the YORKTOWN was towed from New Jersey to Charleston in 1975.



TOUR #ONE
LIVING & WORKING SPACES
Two or Three Decks Down
(Yellow markers - Allow 30 Minutes)

Descend to Second Deck
1 - Chief Petty Officers' Mess and Galley
2 - Typical Crew's Berthing Space
3 - Typical Crew's Washroom

REST ROOMS
4 - Chapel and FREEDOM SHRINE
5 - Torpedo Elevator
6 - Torpedo Workshop
7 - Mine Warfare Display

Descend to Third Deck (or Continue Right to #25—Sick Bay)
8 - Scullery
9 - VIETNAM WAR DISPLAY
10 - Crew's Mess, Bomb Assembly Area, POORE AIRPLANE MODEL DISPLAY
11 - IMPERIAL JAPANESE NAVY DISPLAY
12 - Dental Spaces
13 - Vegetable Preparation Room
14 - Butcher Shop
15 - Main Ship's Galley
16 - Machine Shop

TOUR #2 May Begin Here (Allow 15 Minutes) or Turn Right to
17 - Cobbler Shop
18 - Electrical Shop
19 - Typical Battle Dressing Station
20 - Escape Hatch from Fire Room
21 - Crew's Mess Line
22 - Bakery
23 - Crew's Dining Area and more POORE MODELS
24 - Crew's Mess and SHIP MODELS

Ascend to Second Deck (Tour #2 may also ascend to Hangar here.)
25 - Sick Bay
26 - S.C. RESERVE OFFICERS ASSOCIATION DISPLAY
27 - (Art Gallery in Preparation)
28 - Typical Laundry Area
29 - Garbage Grinder
30 - U.S. Marine Corps Living Compartment
31 - Typical Ship's Office
32 - Typical Tailor Shop
33 - TAILHOOK ASSOCIATION ROOM
34 - USS SARATOGA ROOM, Uniforms of Admirals W.F. Halsey & Marc A. Mitscher
35 - First Sergeant of Marines Office
36 - USS TICONDEROGA ROOM
37 - Electronic Data Processing
38 - S.C. AMERICAN LEGION AND AMVETS ROOMS

REST ROOMS
Ascend to Hangar Deck

TOUR #TWO
ENGINE ROOM
Five Decks Down
(Black Markers - Allow 15 Minutes)

Descend to Third Deck, then to Fourth and Fifth Decks. Follow arrows through No. 2 Fire Room and Forward Engine Room. Return to Third Deck and proceed past #18 through 24 of Tour #1 to ladders back to Hangar Deck or complete Tour #1.

TOUR #THREE
FLIGHT DECK & BRIDGE
Three to Seven Decks Up
(Blue Markers - Allow 30 Minutes)

Ascend to Gallery Deck
1 - Hangar Deck Control
2 - FIGHTING SQUADRON ONE DISPLAY
3 - Pilot's Ready Room, World War II
4 - USS HANCOCK DISPLAY
5 - USS KITTY HAWK DISPLAY
6 - Combat Information Center

Ascend to Flight Deck and CARRIER AVIATION HALL OF FAME
Re-enter Island Superstructure and ascend to Bridge (or descend back down to Hangar)
7 - Navigator's Chart Room
8 - Pilot House
9 - Captain's Sea Cabin
10 - Captain's Docking Chair
11 - Captain's Bridge
12 - Proceed aft to Signal Bridge and Platform for PANORAMIC VIEW OF HISTORIC CHARLESTON HARBOR. This is the highest part of the ship open to the public. Return forward and descend
13 - Flag Bridge
14 - Admiral's Chair
15 - Flag Plot

Descend to Hangar via Flight Deck level and Escalator

TOUR #FOUR
READY ROOM
One Deck Down (Red Markers)
(Allow 10 Minutes)

Descend to Second Deck
1 - Air Officer's Stateroom
2 - Executive Officer's Spaces & CONGRESSMAN L. MENDEL RIVERS DISPLAY
3 - USS MONTEREY MEMORIAL READY ROOM
4 - USS MONTEREY & GERALD R. FORD DISPLAY

REST ROOMS
Ascend to Hangar Deck

TOUR #FIVE
FO'C'SLE & SHIPYARD
One Deck Up
(Brown Markers - Allow 15 Minutes)

Ascend to Port Side Wind Tunnel and proceed forward to Forecastle and Anchor Chains. Forward Crew's and Junior Officers' Bunk Rooms are Scout bunking areas and NOT OPEN TO THE PUBLIC. Return via Starboard Side Passageway and descend to Hangar. Proceed forward to CHARLESTON NAVAL SHIPYARD SUPERVISORS' DISPLAY and return by same Passage to Hangar Bay.

TOUR #SIX
YORKTOWN MUSEUM & BRIG
One to Four Decks Down
(Green Markers - Allow 30 Minutes)

Descend to Second Deck
1 - Wardroom (Officers') Galley
2 - Wardroom Lounge
3 - YORKTOWN ASSOCIATION WARDROOM MUSEUM

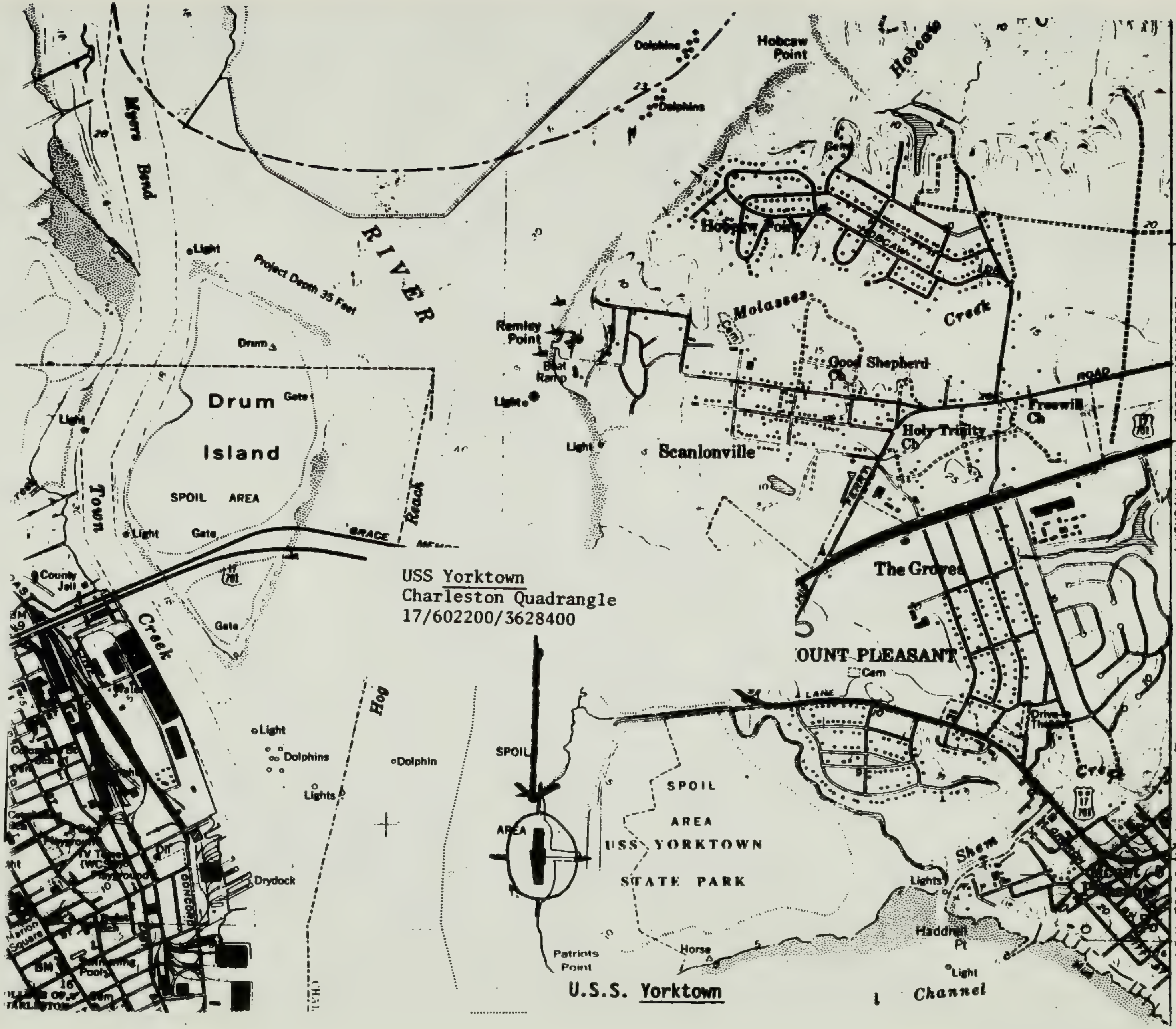
(Optional Return to Hangar Deck from Here)
4 - Typical Two-Man Officers' Stateroom
5 - "Officers' Country" Passageway Forward

Descend to Third Deck
6 - Port Side Catapult Machinery
7 - Bomb Fusing & Rocket Assembly Area
8 - Warrant Officers' Mess

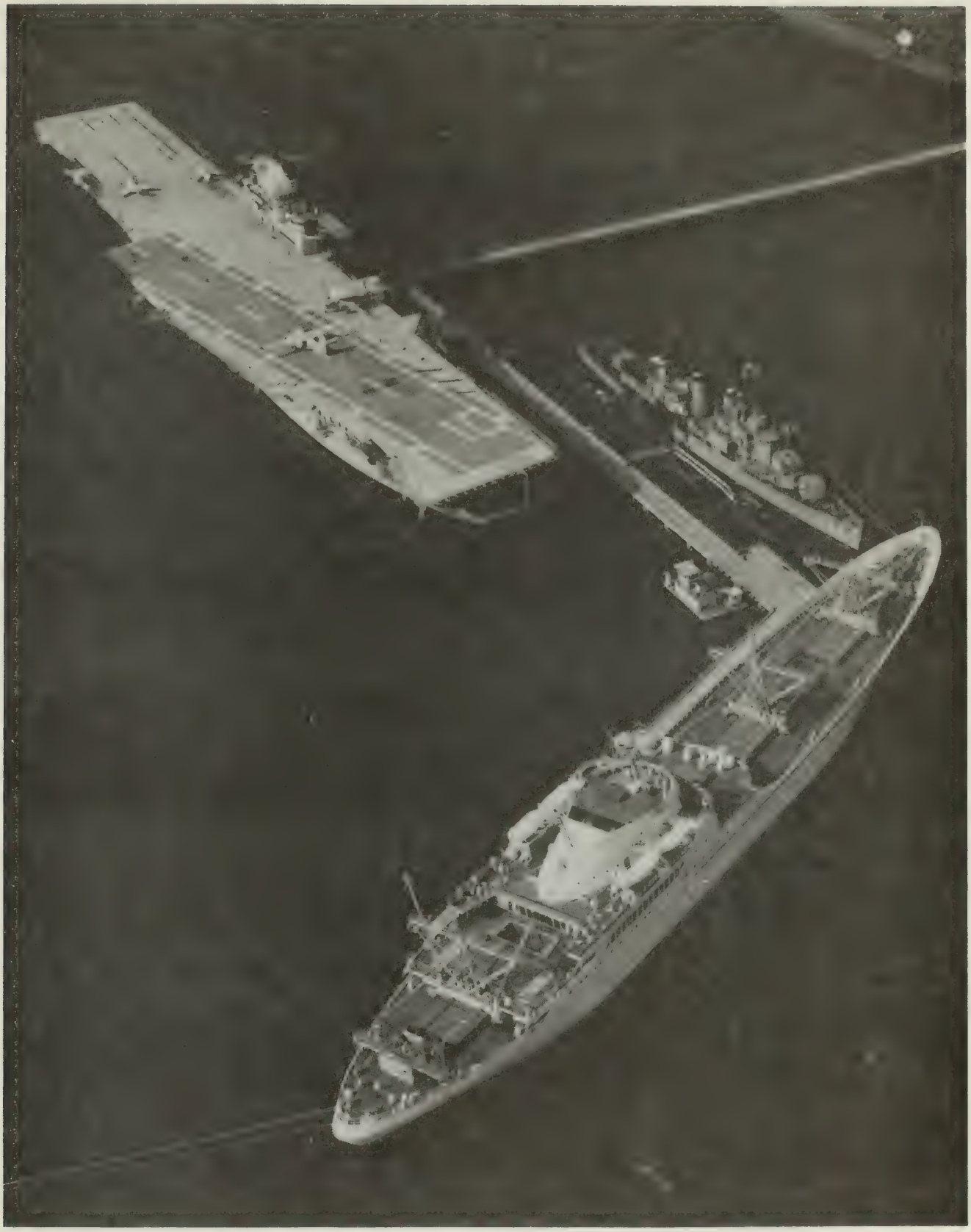
Descend to Fourth Deck
9 - Print Shop
10 - Brig (Jail)
11 - Aircraft Service Storeroom

Ascend to Third Deck
12 - Marine Sentry Office
13 - Soda Fountain & Ship's Store
14 - ASSOCIATION OF MINEMEN MINE WARFARE DISPLAY

Ascend to Second Deck
REST ROOMS. Ascend to Hangar Deck


USS Yorktown
Charleston Quadrangle
17/602200/3628400
U.S.S. Yorktown
RIVER
Project Depth 35 Feet
Drum Island
SPOIL AREA
Myers Bend
Town Creek
Hobcaw Point
Molasses Creek
Remley Point
Boat Ramp
Scanlonville
Good Shepherd Ch
Holy Trinity Ch
Freewill Ch
The Groves
MOUNT PLEASANT
SPOIL AREA
USS YORKTOWN STATE PARK
Patriots Point
Haddrell Pt
Channel
Drydock
Dolphins
Dolphin
Lights
Light
County Jail
(FORT MOULTRIE)
AWENDAW 22 MI.
47'30"

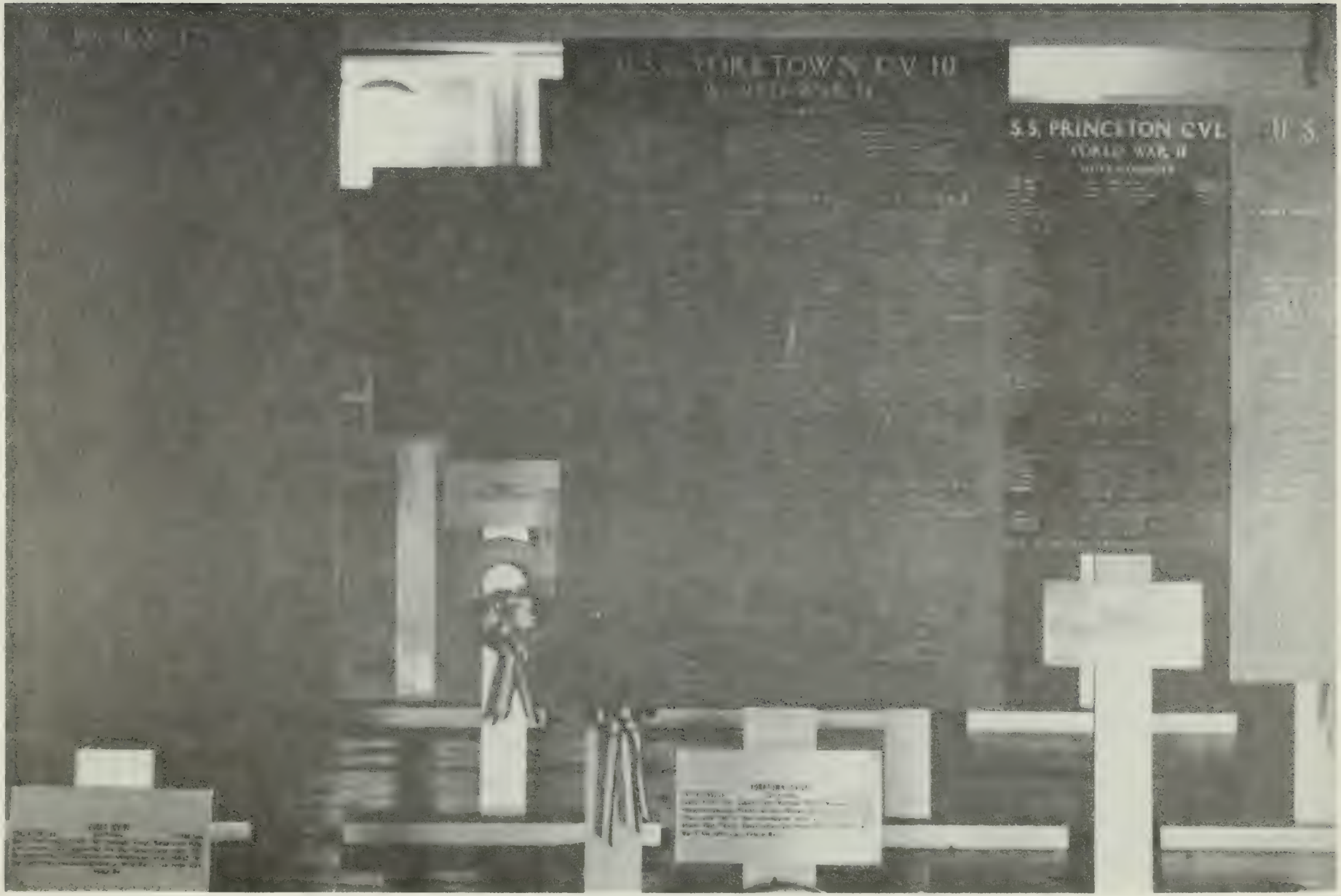
1. USS Yorktown
2. Patriots Point, South Carolina
3. Patriots Point Naval and Maritime Museum
4. 1985
5. Patriots Point Naval and Maritime Museum
6. Overhead view USS Yorktown
7. Photo #1



1. USS Yorktown
2. Patriots Point, South Carolina
3. Patriots Point Naval and Maritime Museum
4. 1985
5. Patriots Point Naval and Maritime Museum
6. Hall of Fame Plaques
7. Photo #2

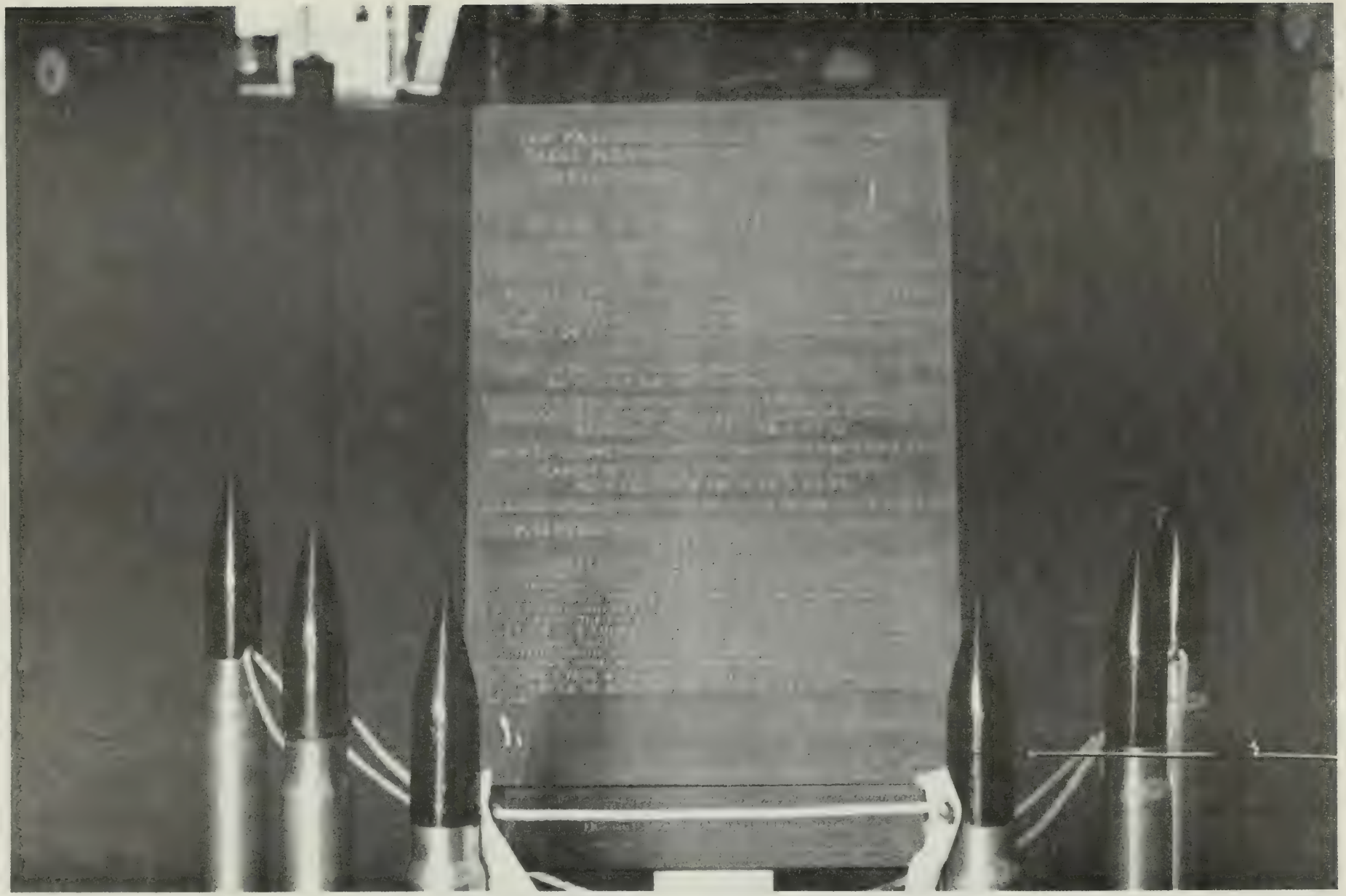
U.S.S. Yorktown CV-10
Carrier Aviation Hall of Fame

1. USS Yorktown
2. Patriots Point, South Carolina
3. Patriots Point Naval and Maritime Museum
4. 1985
5. Patriots Point Naval and Maritime Museum
6. Plaque honoring USS Yorktown's was casualities
7. Photo #3


U.S.S. PRINCETON CVL
WORLD WAR II

1. USS Yorktown
2. Patriots Point, South Carolina
3. Patriots Point Naval and Maritime Museum
4. 1985
5. Patriots Point Naval and Maritime Museum
6. Hanger Bay 1, Memorial and Ship's Theater
7. Photo #4

1. USS Yorktown
2. Patriots Point, South Carolina
3. Patriots Point Naval and Maritime Museum
4. 1985
5. Patriots Point Naval and Maritime Museum
6. Presidential Unit Citation
7. Photo #5



1. USS Yorktown
2. Patriots Point, South Carolina
3. Patriots Point Naval and Maritime Museum
4. 1985
5. Patriots Point Naval and Maritime Museum
6. Sick Bay Bunks
7. Photo #6

1. USS Yorktown
2. Partiots Point, South Carolina
3. Patriots Point Naval and Maritime Museum
4. 1985
5. Patriots Point Naval and Maritime Museum
6. Operating Room
7. Photo #7

Battleships

North Carolina class

3. USS North Carolina (Wilmington, North Carolina)

South Dakota class

4. USS Alabama (Mobile, Alabama)
5. USS Massachusetts (Fall River, Massachusetts)

Iowa class

6. USS Missouri (Long Beach, California)

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS North Carolina (BB-55)

and/or common

2. Location

street & number West bank of the Cape Fear River ___ not for publication

city, town Wilmington ___ vicinity of

state North Carolina code 037 county New Hanover code 129

3. Classification

Category	Ownership	Status	Present Use	
___ district	_X_ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_X_ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name State of North Carolina
USS North Carolina Battleship Commission
c/o Captain F. S. Conlon USN (Ret.)

street & number P.O. Box 417

city, town Wilmington ___ vicinity of state North Carolina 28402

5. Location of Legal Description

courthouse, registry of deeds, etc. New Hanover County Courthouse

street & number

city, town Wilmington state North Carolina

6. Representation in Existing Surveys

title National Register Nomination Form has this property been determined eligible? _X_ yes ___ no

date 1981 ___ federal _X_ state ___ county ___ local

depository for survey records National Park Service, Interagency Resources Division

city, town Washington state DC 20013-7127

7. Description

Condition		Check one	Check one
X excellent	___ deteriorated	X unaltered	N/A original site
___ good	___ ruins	___ altered	___ moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS North Carolina (BB-55) was built by the New York Naval Shipyard and was launched on June 13, 1940. When commissioned on April 9, 1941, she was considered the most powerful warship afloat in any navy. Since USS North Carolina was the first modern American battleship constructed in two decades she was built using the latest in shipbuilding technology. Constrained to 35,000 tons standard displacement by the Washington and London Naval Treaties, to a beam of less than 110 feet by the locks of the Panama Canal, and to 38-foot draft to enable the ship to use as many anchorages and navy yards as possible, she was a challenge to the designers of the day.[1]

To save weight, USS North Carolina was built using the new technique of welded construction. Her machinery arrangement is unusual in that there are four main spaces, each with two boilers and one steam turbine connected to one of the four propeller's shafts. This arrangement served to reduce the number of openings in watertight bulkheads and conserve space to be protected by armor.

The initial design called for a main battery of twelve 14-inch guns in three quadrupled turrets. Because it became apparent that new foreign construction was favoring larger caliber guns, North Carolina's main battery was changed to 16-inch guns after construction had started.

The long sweeping flush deck of North Carolina and her streamlined structure made her far more graceful than earlier battleships. Her large tower forward, tall uncluttered stacks, and clean superstructure and hull were a sharp break from the elaborate bridgework, heavy tripod masts, and casemated secondary batteries which characterized her predecessors.

The LaFollette Law of 1926 governing living accommodations on American merchant ships was voluntarily applied to the design of North Carolina. This contributed to a large volumed superstructure and complex forced ventilation system. She was the first major combatant ship without portholes in the hull.

Specific ship data concerning USS North Carolina is:

Length Overall:	728 feet
Maximum Beam:	108 feet
Design Displacement:	36,600 tons
Full Load Displacement:	44,800 tons
Boilers:	8-Babcock & Wilcox

Turbines: 4 sets, General Electric

Fuel Oil Capacity: 7,167 tons

Maximum Speed: 28 knots

Armament: 9 16-inch/45 caliber Mark 6 guns; 20 5-inch/38 caliber Mark 12 guns; Various combinations of 40 mm and 20 mm antiaircraft guns.

Crew: 2,300 wartime

USS North Carolina is in excellent condition and retains all of her World War II integrity. The ship is essentially unaltered since she was "mothballed" in the New York Naval Shipyard in 1947. A fully restored OS2U Kingfisher plane, comparable to the three Kingfishers originally placed aboard the ship, is located aft.

8. Significance

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	X military	___ social/
___ 1700–1799	___ art	___ engineering	___ music	humanitarian
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ theater
X 1900–	___ communications	___ industry	___ politics/government	___ transportation
		___ invention		___ other (specify)

Specific dates 1941-1945 **Builder/Architect** Brooklyn Navy Yard

Statement of Significance (in one paragraph)

General Statement: The Role of the Battleship in World War II

The first modern battleship had its inception with the launching of HMS Dreadnought by Great Britain in 1906. HMS Dreadnought was the world's first all-big-gun, fast, heavily armoured capital ship and her launching made all the major ships in all other navies obsolete. The design features of HMS Dreadnought were rapidly copied by other navies and by 1914 the modern big gun heavily armoured battleship dominated naval warfare.

Battleships fought their first and only decisive action of World War I in the Battle of Jutland in May 1916. Although the British fleet won the day and forced the Germans to retire to the safety of their ports the German design and construction of battleships was shown to be superior. After the Battle of Jutland, the Germans never again risked their battleships in open conflict with the His Majesty's fleet but turned instead to unrestricted submarine warfare.

After the end of World War I the battleship continued to dominate naval strategy. In an effort to reduce the expenditures required to fund new battleships the United States, Britain, France, Japan and Italy agreed to a moritorium on new battleship construction in 1922 at the Washington Naval Conference. As a result of this agreement, new American battleships in construction were broken up and scrapped. No new battleships were built until 1936 when USS North Carolina was authorized by the Congress.

During these years the nature of naval power was changing as a result of the perfection of the airplane and the introduction of a new capital ship utilizing this new weapon--the aircraft carrier. Supporters of air power argued that the battleship as the principal capital ship of the navy was obsolete because of the long reach of naval aircraft. This view was strengthened early in World War II when the British carried out a carrier strike on the Italian battle fleet at Taranto on November 11, 1940. Subsequent Japanese carrier strikes on the American battlefleet at Pearl Harbor and on the British ships HMS Prince of Wales and HMS Repulse confirmed the new order of naval strategy.

While the rise of the aircraft carrier forever altered naval strategy, it did not totally eclipse the importance of the battleship. In both the Atlantic and the Pacific, old American battleships carried out extensive bombardments on enemy held shores while new generations of fast American battleships escorted aircraft carriers and provided them with a dense thicket of antiaircraft fire when necessary.

Both old and new American battleships saw heavy service during the war, providing cover for other ships and eventually bombarding the Japanese home islands in 1945. When the war in the Pacific ended on September 2, 1945, the surrender of the Japanese was signed on board the battleship USS Missouri anchored in Tokyo Harbor. Although replaced by the aircraft carrier as the principal capital ship of the Navy the battleship saw important and useful service during World War II and contributed to the eventual American victory.

USS North Carolina represents American battleships that fought against Japan in World War II for the following reasons:

1. USS North Carolina was the first modern American battleship built after World War I. She was the class leader for a new generation of American battleships and set a standard for new shipbuilding technology that combined high speeds with powerful armament and formidable protection.

2. As the first modern American battleship to enter the war against Japan, USS North Carolina symbolized the determination of the American people to win the war and the growing industrial might that would make the eventual victory possible.

   On July 11, 1942, USS North Carolina entered Pearl Harbor to provide her support in the war against Japan. Her entrance into Pearl Harbor moved all those who saw her to cheer including Adm. Chester W. Nimitz, commanding officer in the Pacific, who wrote:

   > I well remember the great thrill when she arrived in Pearl Harbor during the early stages of the war -- at a time when our strength and fortunes were at low ebb. She was the first of the great new battleships to join the Pacific Fleet, and her mere presence in a task force was enough to keep morale at a peak. Before the war's end she had built for herself a magnificent record of accomplishment.[2]

3. During the Battle of the Eastern Solomons in August 1942, USS North Carolina was assigned to escort the carriers USS Enterprise and USS Saratoga. Her superior performance during this action proved the concept of the fast battleship providing antiaircraft coverage for the carrier. Her antiaircraft fire was so intense that USS Enterprise signaled her in alarm, "Are you afire?" This action established the primary role of the fast battleship throughout World War II as the protector of the aircraft carrier.

4. Beginning in August 1942 USS North Carolina continually saw service in the war against Japan until the surrender in 1945. USS North Carolina has the best war record for any surviving American battleship for the war in the Pacific. USS North Carolina received 15 battle stars for her World War II service.

5. USS North Carolina is in excellent condition and retains all of her World War II integrity.

FOOTNOTES

1. Capt. F. S. Colon, USN (Ret.), "National Register of Historic Places Inventory USS North Carolina" (Raleigh, North Carolina: North Carolina Division of Archives and History, 1981), pp. 2-3.

2. Dick Gorrell and Bruce Roberts, USS North Carolina -- The 'Showboat' (No place of publication: Heritage Printers, 1961), p. 7.

BIBLIOGRAPHY

Blee, Ben. W., Capt. USN (Ret.). Battleship North Carolina (BB-55). Wilmington, North Carolina: USS North Carolina Battleship Commission, 1982.

Conlon, F. S., Capt. USN (Ret.). "National Register of Historic Places Inventory USS North Carolina." Raleigh, North Carolina: North Carolina Department of Archives and History, 1981.

Gorrell, Dick and Roberts, Bruce. USS North Carolina -- The 'Showboat'. No place of publication, Heritage Printers, 1961.

Lott, Arnold S., Gen. Ed. USS North Carolina (BB-55) Ship's Data I. Wilmington, North Carolina: USS North Carolina Battleship Commission, 1984.

McMahon, William E. Dreadnought Battleships and Battle Cruisers. Washington, DC: University Press of America, 1978.

Pater, Alan F. United States Battleships -- The History of America's Greatest Fighting Fleet. Beverly Hills, California: Monitor Book Company, 1968.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Wilmington, NC Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	18	228940	3792120
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-765

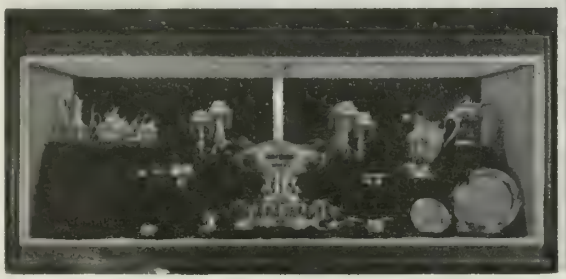
HOURS OF OPERATION

The Battleship Memorial is open daily at 8 a.m. Closing time is approximately sunset from September through April. From May 1 through Labor Day, the ship closes at 8 p.m. The ship's outdoor drama, presented nightly in summer months, begins at 9 p.m.

You may telephone the Battleship at 919 762-1829 or write to P.O. Box 417, Wilmington, NC 28402.

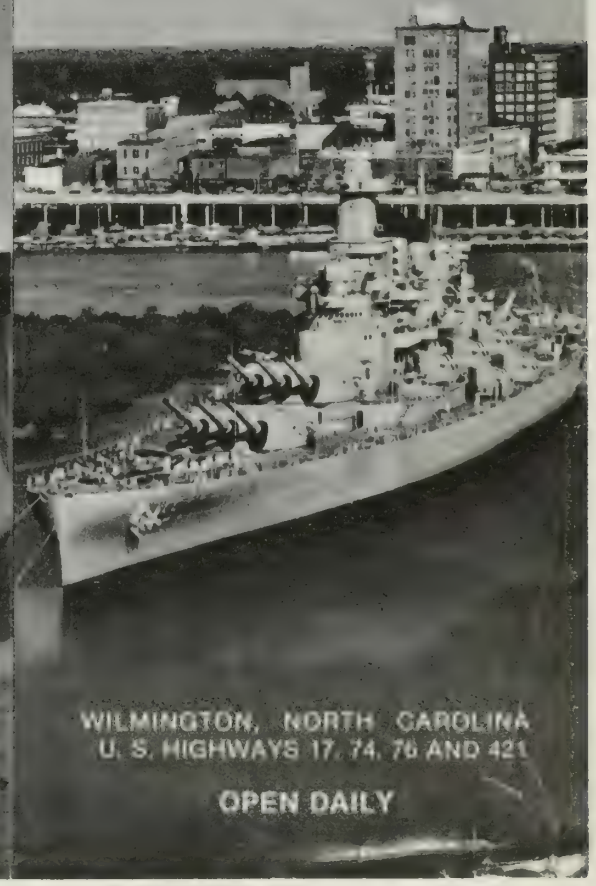
Battle Honors and International Identification Flags of the USS North Carolina

USS North Carolina Silver Service was first donated to the armored cruiser USS North Carolina by the people of the state in 1908. It is now on display in the Battleship Memorial Museum.



U.S.S. NORTH CAROLINA

BATTLESHIP MEMORIAL

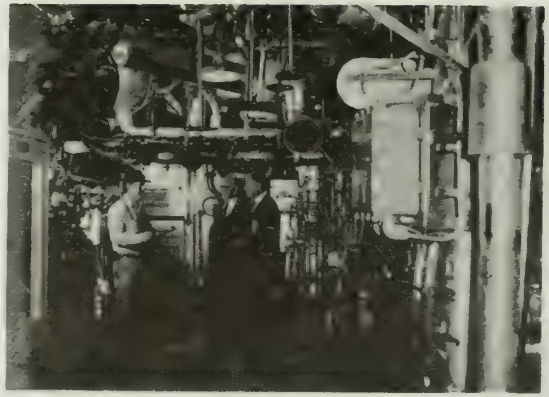


WILMINGTON, NORTH CAROLINA
U. S. HIGHWAYS 17, 74, 76 AND 421

OPEN DAILY

U.S.S. NORTH CAROLINA BATTLESHIP MEMORIAL

WILMINGTON, NORTH CAROLINA



A corner of one of the four engine rooms which powered the mighty battleship.

At the time of her commissioning on April 9, 1941, and for many years afterward, the USS North Carolina was the greatest sea weapon ever built by the United States. Affectionately nicknamed "The Showboat" by Navy men, she was the first of the modern American battleships.

Her magnificent battle record — one of the most extensive in Navy history — included participation in every major offensive engagement in the Pacific during World War II, from Guadalcanal to Tokyo Bay. In all, the USS North Carolina earned 15 battle stars.

Dedicated to the men and women of all the U. S. military services in World War II, the USS North Carolina Battleship Memorial opens at 8 A.M. seven days a week the year around.

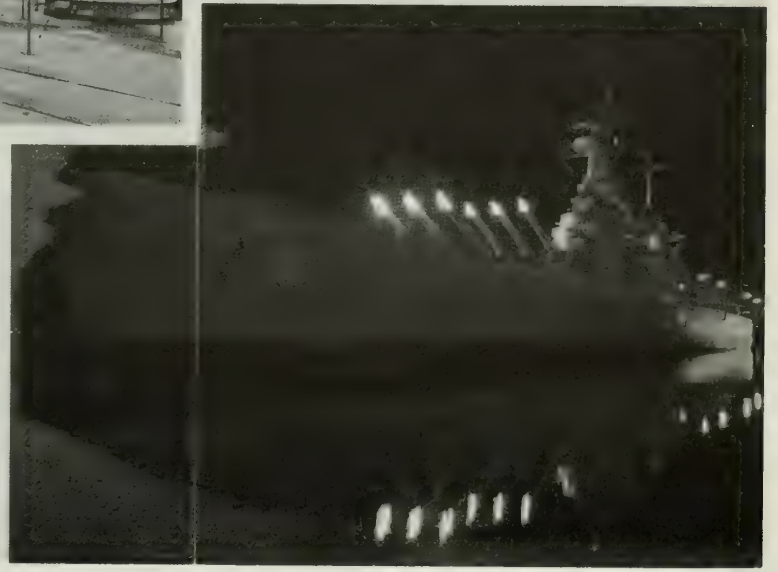
The Battleship Memorial is supported entirely from admissions and contributions, and is independent of tax funds

Air view of the USS North Carolina Battleship Memorial on the Cape Fear River at Wilmington.

VOUGHT KINGFISHER

A rare restored World War II float plane is a significant feature of the Battleship Memorial. The Vought Kingfisher observation aircraft was catapulted from battleships during World War II and the USS North Carolina utilized three of these versatile planes. Through efforts of Vought Aeronautics Company of Dallas, Texas, using the skills of members of Vought's Quarter-Century Club, this particular plane was restored from wreckage and dedicated in June 1971. The plane had been recovered from an island in British Columbia where it crashed in 1942. Two of the most famous air-sea rescue missions in the Pacific were accomplished by USS North Carolina pilots in Kingfishers.

Bombardment of Iwo Jima
Scene from outdoor drama, summer months

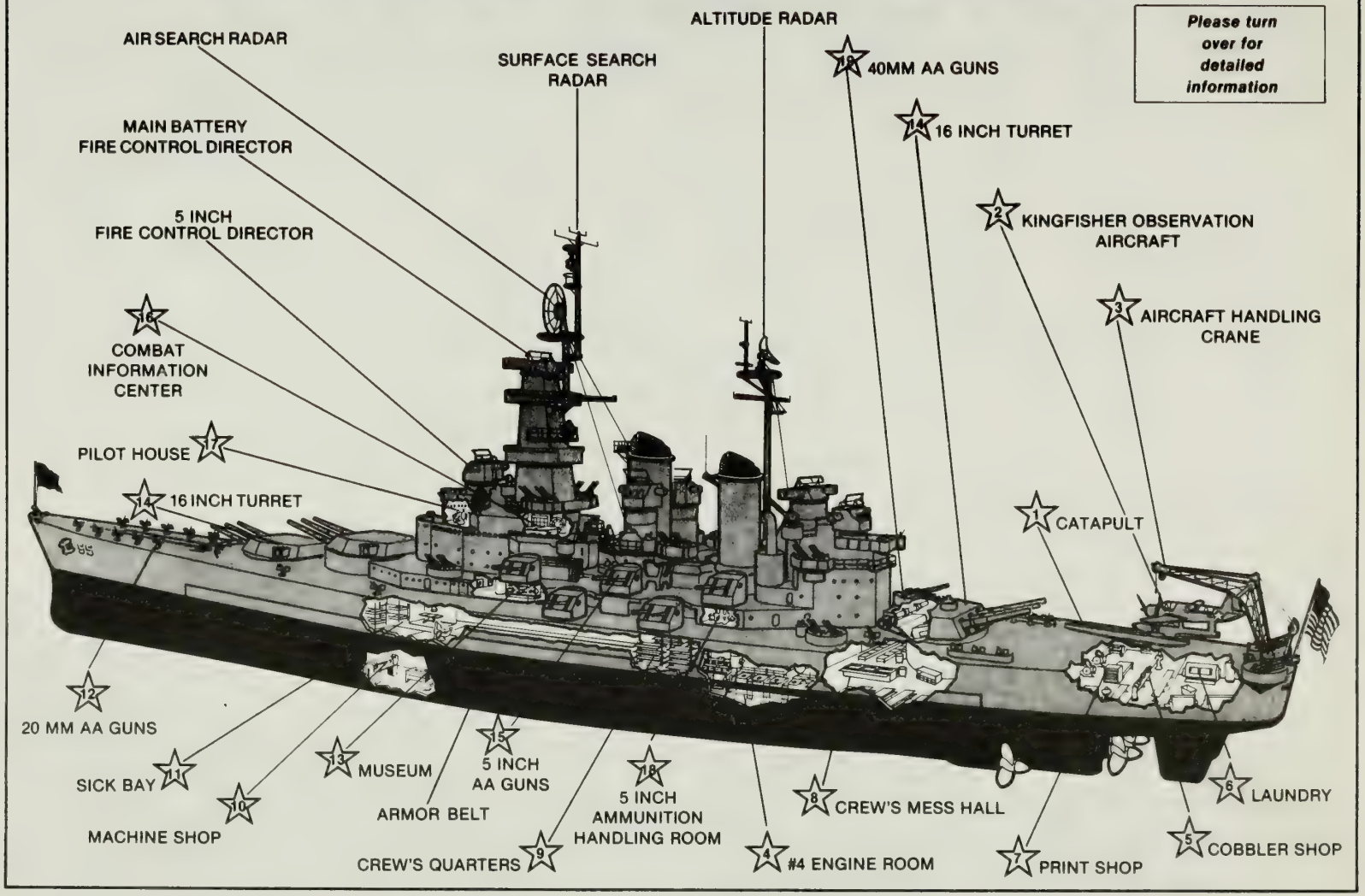


Riverside picnic tables are available every day of the year.

THE IMMORTAL SHOWBOAT

One of the world's most unusual outdoor dramas, a Sound & Light Spectacular entitled "The Immortal Showboat," is presented nightly during summer months. Through the blending of the spoken word, stirring music, unique lighting and sound effects, plus visual effects including gunfire and explosions, the history of the USS North Carolina is told in a 70-minute performance. Spectators sit off the ship's port bow in a 1,200-seat grandstand to view the show.

U.S.S. NORTH CAROLINA BATTLESHIP MEMORIAL



FOLLOW THE BLUE AND WHITE ARROWS FOR A COMPLETE TOUR OF THE SHIP.

Watch for the automatic message units along the route. Each is marked by a sign, "Push Button for Message of Interest."

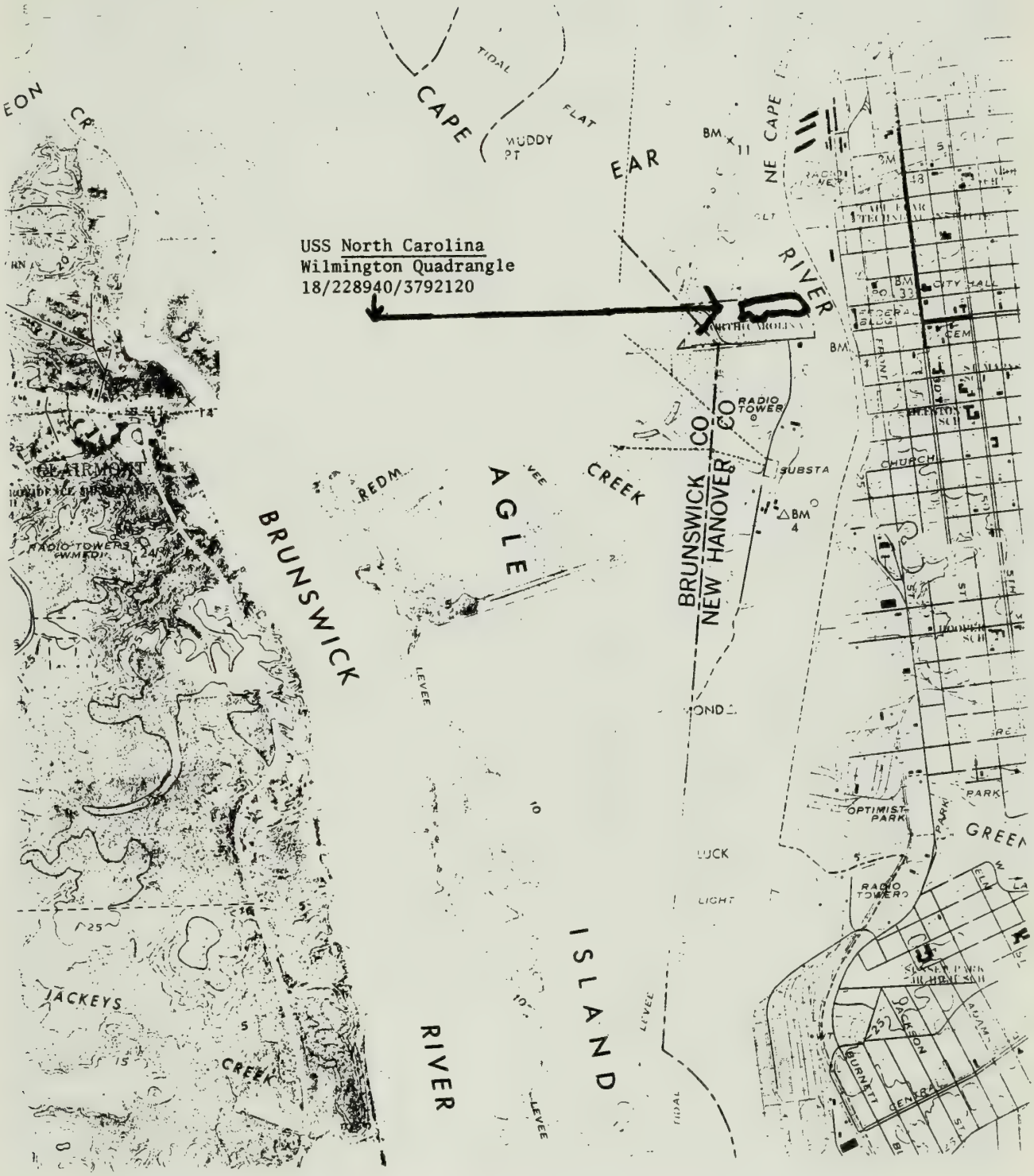
WELCOME ABOARD THE USS NORTH CAROLINA

Follow the blue and white arrows for a self conducted tour of the ship. Points of interest which you may visit are starred on this sketch. Information on each, by number, follows:

1. **Base for catapult** — from which the aircraft was "shot" into the air.
* 2. **Kingfisher aircraft** — used for scouting and reconnaissance and for spotting the fall of the 16" salvos.
3. **Crane** — used to recover aircraft after landing in the water alongside.
* 4. **#4 engine room** — one of four engineering spaces, each containing two boilers and one engine. This one drove the port inboard propeller.
5. **Cobbler shop** — facilities for complete shoe repair.
6. **Laundry** — routinely provided service for 2,000 man crew.
7. **Print shop** — where the ship's newspaper, information and regulation books, and operation orders for the fleet were printed.
* 8. **Crew's mess hall** — galley, bakery, butcher shop, ship's store, post office, soda fountain are also in this area.
9. **Crew's Quarters** — Several bunks are made up as in 1941-47. Adjacent to the crew's living compartment is a head which was used by the men in this compartment.
10. **Machine shop** — repair and fabrication of major items of the Battleship machinery.
11. **Sick Bay area** — contains a dental office, a treatment room, isolation ward, pharmacy, laboratory and operating room.
12. **20mm guns** — these rapid fire light antiaircraft weapons, in combination with the 40mm and 5" guns, repelled enemy aircraft.
13. **Museum** — contains historical photographs and artifacts of commissioning of the ship and its subsequent acquisition by the state of North Carolina. The Roll of Honor, naming each of the 10,000 North Carolinians who gave their lives in World War II, is a part of the Museum.
*14. **16 inch gun turrets** — these 16" guns were the "Sunday punch", the main battery of the battleship. Turrets number two and three are open to visitors.
15. **5 inch dual purpose guns** — these versatile weapons with a range of 7 miles not only beefed up the fire power of the 16" main battery, they were also highly effective as antiaircraft guns. A five inch mount on the starboard side is open to visitors. On deck next to the mount is the 5" loading machine where the gun crews practiced.
16. **Combat Information Center** — here the radar and communication information is gathered, correlated and evaluated and ship's tactics devised. Movement of both enemy and friendly ships and aircraft are plotted.
*17. **Pilot House** — from here the Captain maneuvered the ship under normal conditions.
18. **5 inch ammunition handling room** — ammunition hoisted up from the magazine was held here for use. Rounds received from the hoists near the door were stored in racks along the sides until sent up the center hoists to the guns above.
19. **40mm AA Guns** — These rapid fire, heavy antiaircraft weapons, in combination with the 20mm and 5 inch guns, repelled enemy aircraft. Visitors may sit in the gunners' seat and move and aim the guns.

* An information tape is located here. Look for the sign "Push Button for Message of Interest."

UNITED STATES
TMENT OF THE INTERIOR
EOLOGICAL SURVEY

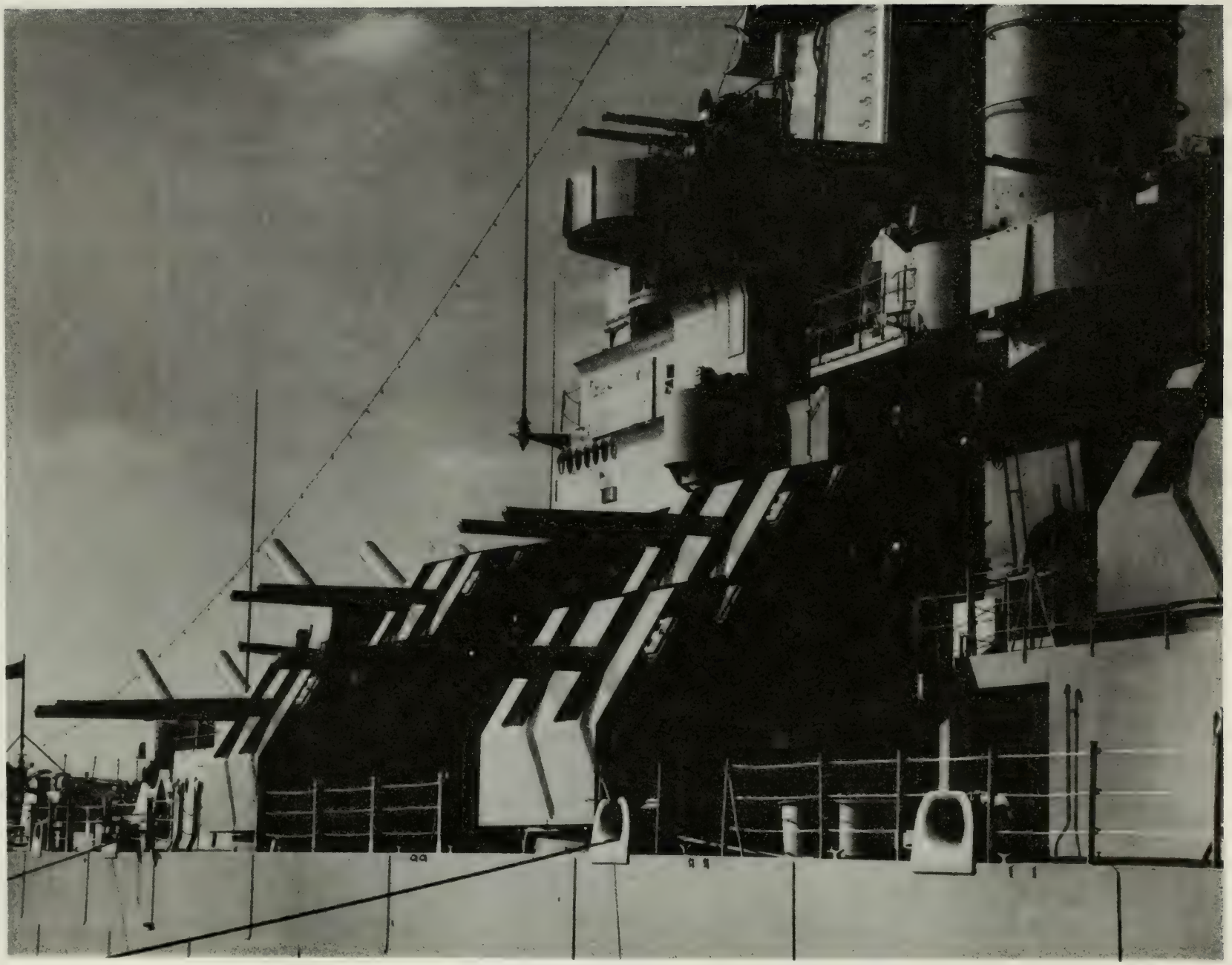


1. USS North Carolina
2. Wilmington, NC
3. US Navy
4. 1946
5. USS North Carolina Battleship Commission
6. Exterior View
7. Photo #1

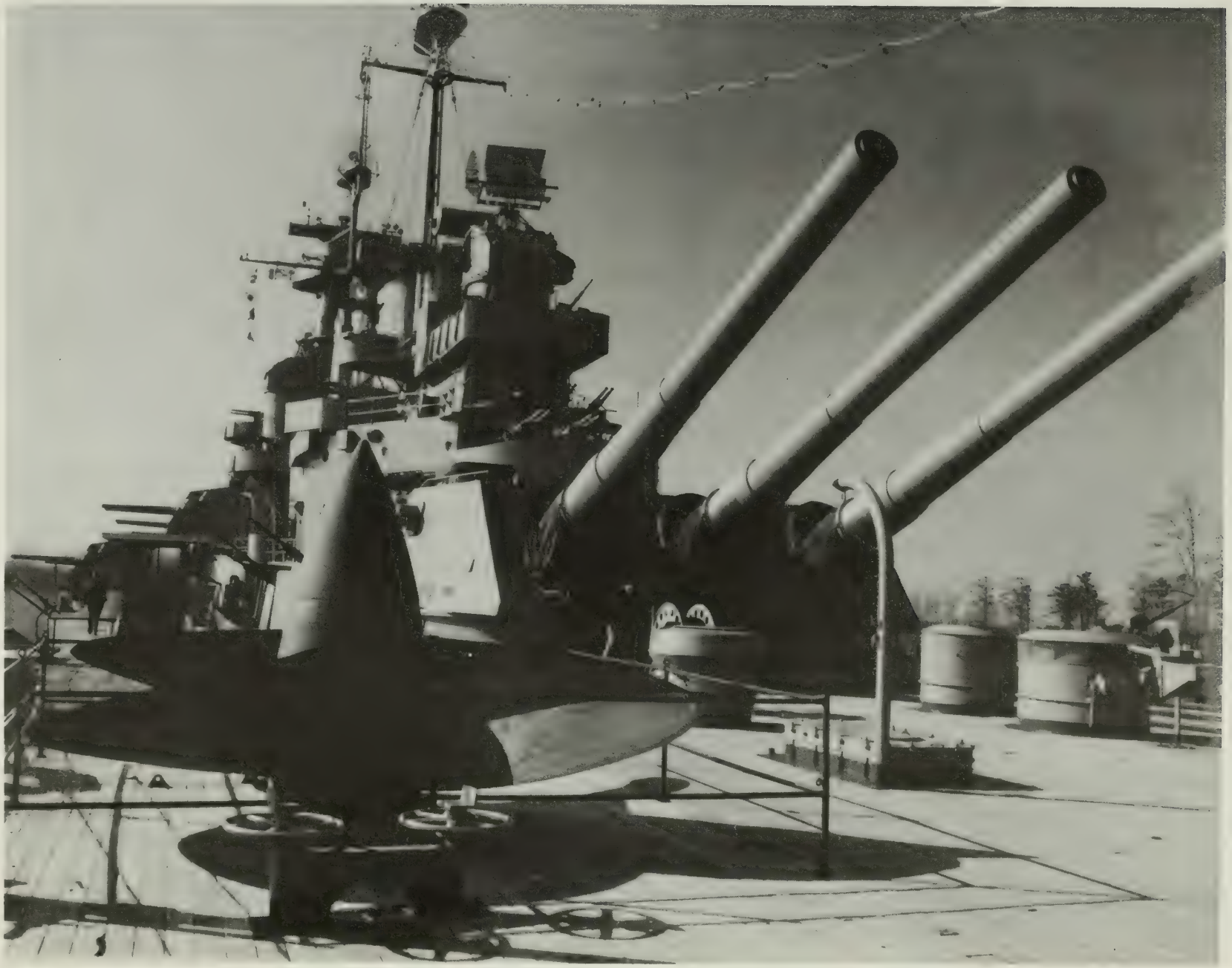
1. USS North Carolina
2. Wilmington, NC
3. USS North Carolina Battelship Commission
4. 1985
5. USS North Carolina Battleship Commission
6. Exterior View
7. Photo #2

1. USS North Carolina
2. Wilmington, NC
3. USS North Carolina Battleship Commission
4. 1984
5. USS North Carolina Battleship Commission
6. Deck
7. Photo #3

1. USS North Carolina
2. Wilmington, NC
3. USS North Carolina Battleship Commission
4. 1984
5. USS North Carolina Battleship Commission
6. Portside battery of five twin mounts of 5"/38 guns
7. Photo #4



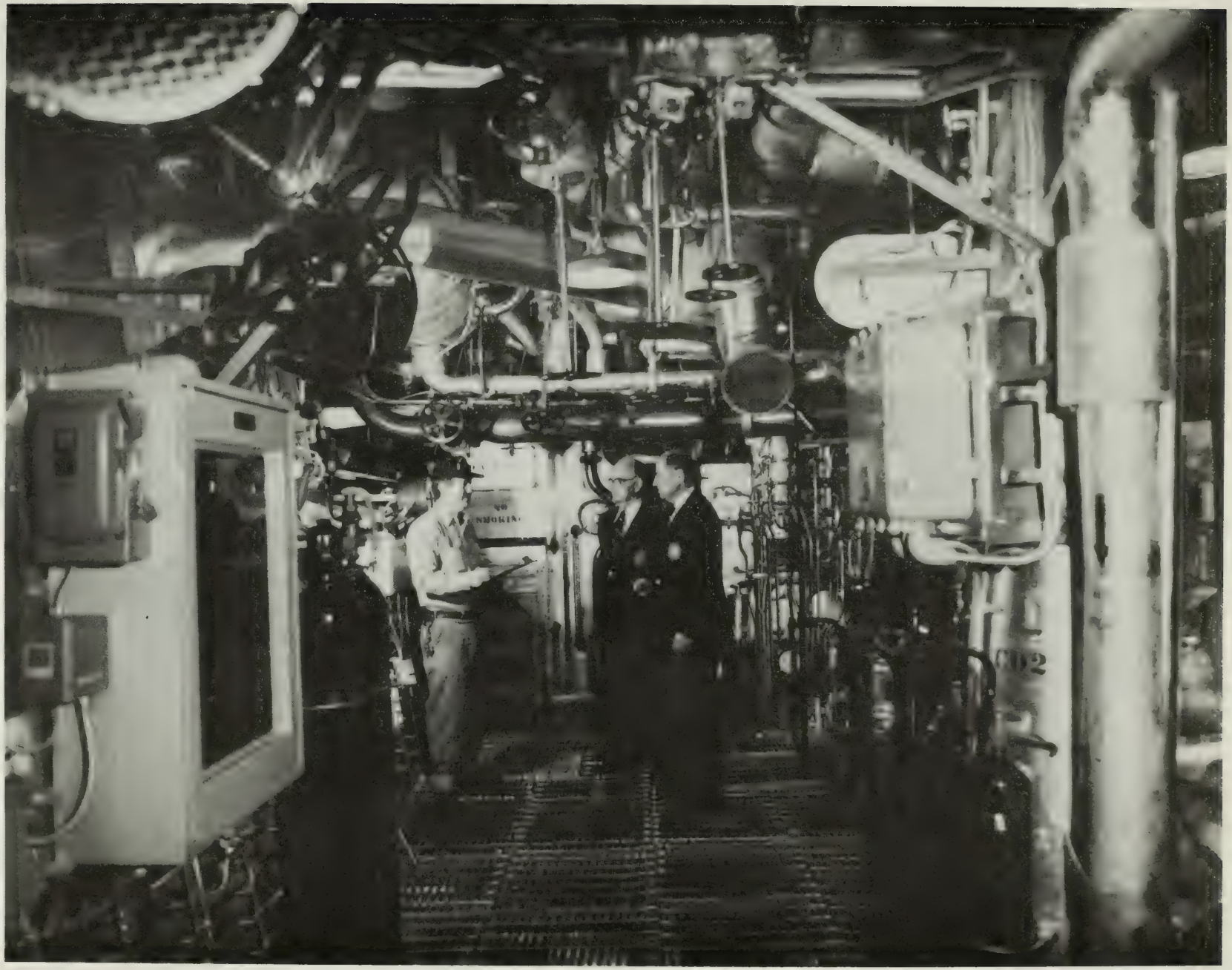
1. USS North Carolina
2. Wilmington, NC
3. USS North Carolina Battleship Commission
4. 1984
5. USS North Carolina Battleship Commission
6. Turret three and spare propeller mounted on the fantail of the battleship
7. Photo #5



1. USS North Carolina
2. Wilmington, NC
3. USS North Carolina Battleship Commission
4. 1984
5. USS North Carolina Battleship Commission
6. Restored OS2U Kingfisher scout plane
7. Photo #6

55

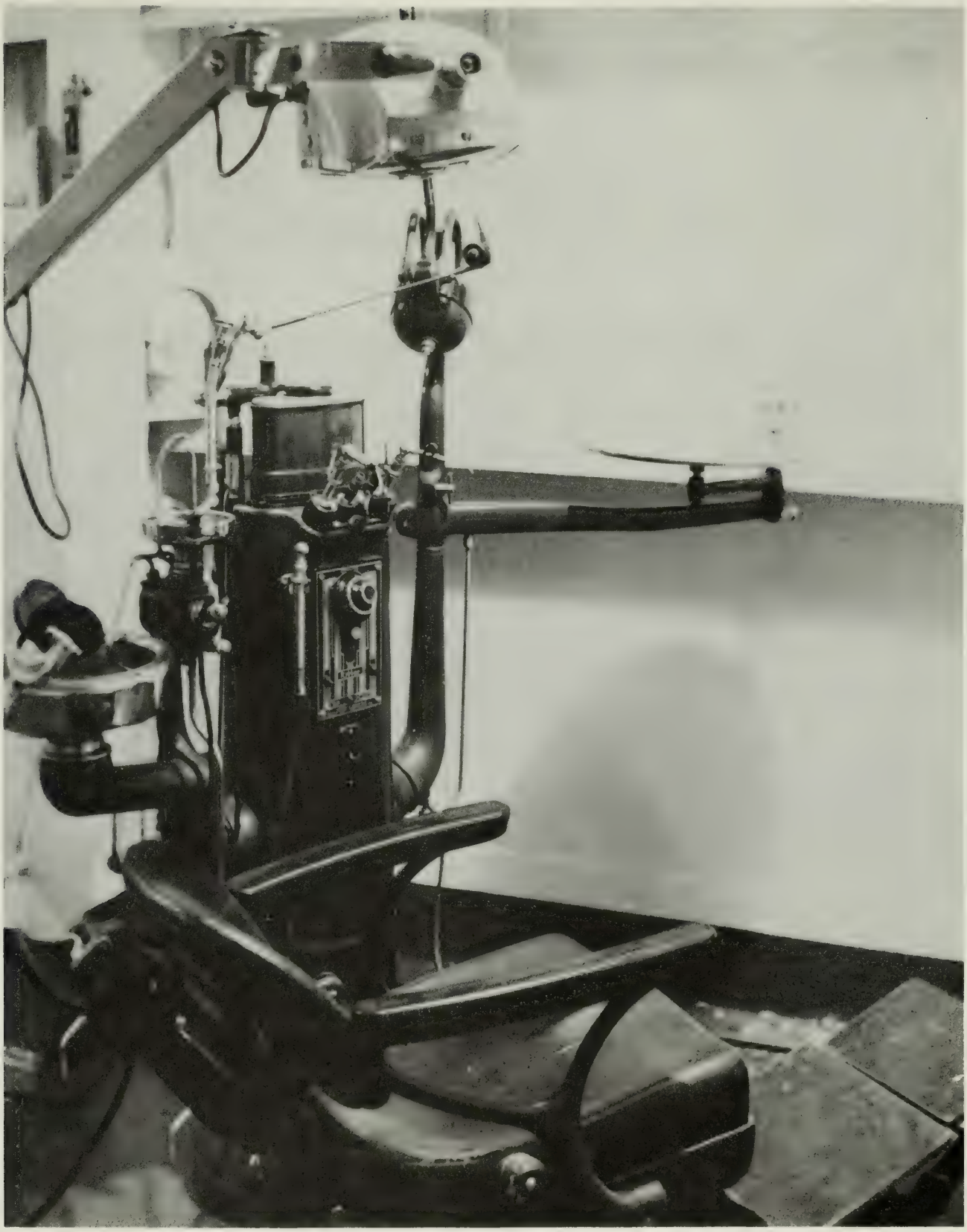
1. USS North Carolina
2. Wilmington, NC
3. USS North Carolina Battleship Commission
4. 1981
5. USS North Carolina Battleship Commission
6. Number 4 engineering space
7. Photo #7



1. USS North Carolina
2. Wilmington, NC
3. USS North Carolina Battleship Memorial Commission
4. 1984
5. USS North Carolina Battleship Commission
6. Pilot House
7. Photo #8

1. USS North Carolina
2. Wilmington, NC
3. USS North Carolina Battleship Commission
4. 1984
5. USS North Carolina Battleship Commission
6. Galley
7. Photo #9

1. USS North Carolina
2. Wilmington, NC
3. USS North Carolina Battleship Commission
4. 1984
5. USS North Carolina Battleship Commission
6. Dentist Office
7. Photo #10

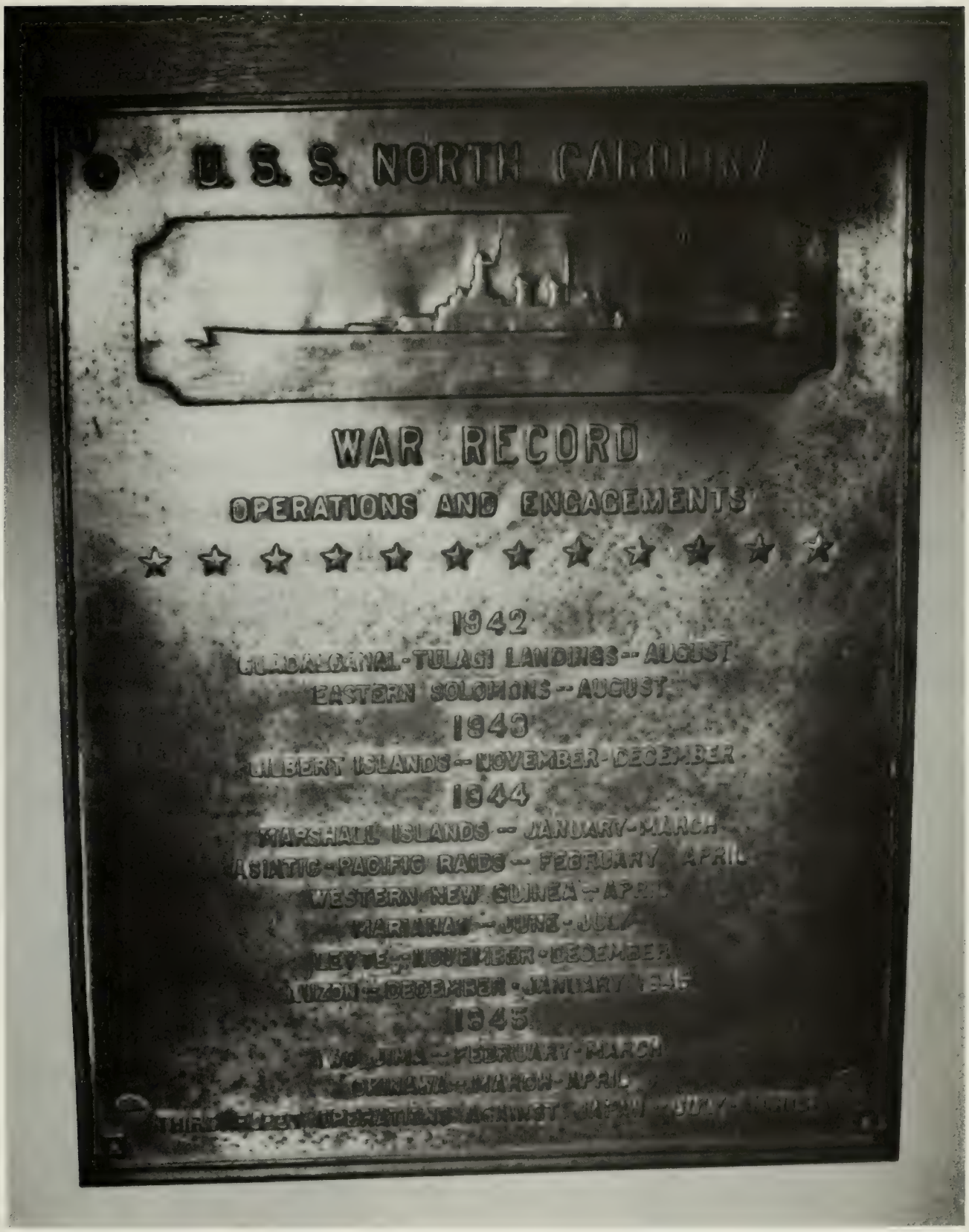


1. USS North Carolina
2. Wilmington, NC
3. USS North Carolina Battleship Commission
4. 1984
5. USS North Carolina Battleship Commission
6. Post Office
7. Photo #11

POST OFFICE
He's Sure to get
V—MAIL
Solve Overseas Mail

1. USS North Carolina
2. Wilmington, NC
3. USS North Carolina Battleship Commission
4. 1984
5. USS North Carolina Battleship Commission
6. Crews quarters - tailors and cobblers
7. Photo #12

1. USS North Carolina
2. Wilmington, NC
3. USS North Carolina Battleship Commission
4. 1984
5. USS North Carolina Battleship Commission
6. Bronze Plaque with USS North Carolina's war record
7. Photo # 13


U. S. S. NORTH CAROLINA
WAR RECORD
OPERATIONS AND ENGAGEMENTS
1942
GUADALCANAL - TULAGI LANDINGS -- AUGUST
EASTERN SOLOMONS -- AUGUST
1943
GILBERT ISLANDS -- NOVEMBER - DECEMBER
1944
MARSHALL ISLANDS -- JANUARY - MARCH
ASIATIC - PACIFIC RAIDS -- FEBRUARY - APRIL
WESTERN NEW GUINEA -- APRIL
MARIANAS -- JUNE - JULY
LEYTE -- NOVEMBER - DECEMBER
LUZON -- DECEMBER - JANUARY
1945
IWO JIMA -- FEBRUARY - MARCH
OKINAWA -- MARCH - APRIL

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Alabama (BB 60)

and/or common

2. Location

street & number Battleship Parkway ___ not for publication

city, town Mobile ___ vicinity of

state Alabama code 01 county Mobile County code 097

3. Classification

Category	Ownership	Status	Present Use	
___ district	_X_ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_X_ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name USS Alabama Battleship Commission

street & number Battleship Parkway

city, town Mobile ___ vicinity of state Alabama

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea System Command

city, town Washington state DC 20362

6. Representation in Existing Surveys

title none has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
X excellent	___ deteriorated	X unaltered	N/A original site
___ good	___ ruins	___ altered	___ moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Alabama (BB 60) is the fourth of four South Dakota class battleships laid down in the 1930s and 1940s. She was built by the Norfolk Naval Shipyard in Portsmouth, Virginia. Her keel was laid on February 1, 1940 and she was launched on February 16, 1942. USS Alabama was commissioned on August 16, 1942.

The design of the South Dakota class was influenced by the same limitations as the previous North Carolina class, because it, too, was intended to meet Washington Treaty limits. The chief difference was that the South Dakota class, including USS Alabama, was designed from the start to carry a 16-inch main battery. To accommodate the heavier armour needed for a 16-inch battery and keep the required weight under 35,000 tons, the waterline length of the South Dakota class was shortened from that of the North Carolina class while the beam remained the same. This change meant that the South Dakota class has a much fuller hull form than the North Carolina class. More powerful engines were also installed to maintain the same fast speed obtained by the North Carolina class.[1]

USS Alabama is painted grey on metal surfaces exposed to the elements with the exception of a black stack cap and black "boot topping" at the waterline. Three quarters of the ship's deck is covered with teak laid on a bituminous base and bolted to the deck. USS Alabama was built with two explosively-driven catapults on the stern port and starboard, for launching observation airplanes. One of these was removed and discarded during the ships inactive period. One catapult is still in place with a fully restored OS2U Kingfisher airplane in place.

Specific ship data concerning USS Alabama is:

Length Overall	681 feet
Maximum Beam	108 feet
Design Displacement	35,000 tons
Full Load Displacement	42,500 tons
Boilers	8-Babcock & Wilcox
Turbines	4 sets, General Electric
Fuel Oil Capacity	6,959 tons
Maximum Speed	28 knots
Armament	9 16-inch/45 caliber Mark 6 guns 20 5-inch/38 caliber Mark 12 guns Various combinations of 40 mm and 20 mm antiaircraft guns
Crew	2,300 wartime

USS Alabama is in excellent condition and retains her World War II integrity. USS Alabama was decommissioned by the navy in 1947 and remained unaltered until the time of her transfer to the State of Alabama as a war memorial in 1964. In 1983 the navy removed some spare parts from USS Alabama for the reactivation of the Iowa class battleships.

8. Significance

Period	Areas of Significance—Check and justify below			
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion
1400–1499	archeology-historic	conservation	law	science
1500–1599	agriculture	economics	literature	sculpture
1600–1699	architecture	education	X military	social
1700–1799	art	engineering	music	humanitarian
1800–1899	commerce	exploration settlement	philosophy	theater
X 1900–	communications	industry	politics government	transportation
		invention		other (specify)

Specific dates 1942-1945 **Builder Architect** Norfolk Naval Shipyard Portsmouth, Virginia

Statement of Significance (in one paragraph)

General Statement: The Role of the Battleship in World War II

The first modern battleship had its inception with the launching of HMS Dreadnought by Great Britain in 1906. HMS Dreadnought was the world's first all-big-gun, fast, heavily armoured capital ship and her launching made all the major ships in all other navies osbolete. The design features of HMS Dreadnought were rapidly copied by other navies and by 1914 the modern gun heavily armoured battleship dominated naval warfare.

Battleships fought their first and only decisive action of World War I in the Battle of Jutland in May 1916. Although the British fleet won the day and forced the Germans to retire to the safety of their ports, the German design and construction of battleships was shown to be superior. After the Battle of Jutland, the Germans never again risked their battleships in open conflict with His Majesty's fleet but turned instead to unrestricted submarine warfare.

After the end of World War I the battleship continued to dominate naval strategy. In an effort to reduce the expenditures required to fund new battleships, the United States, Britain, France, Japan and Italy agreed to a moritorium on new battleship construction in 1922 at the Washington Naval Conference. As a result of this agreement, new American battleships in construction were broken up and scrapped. No new battleships were built until 1936 when USS North Carolina was authorized by the Congress.

During these years the nature of naval power was changing as a result of the perfection of the airplane and the introduction of a new capital ship utilizing this new weapon--the aircraft carrier. Supporters of air power argued that the battleship as the principal capital ship of the navy was obsolete because of the long reach of naval aircraft. This view was strengthened early in World War II when the British carried out a carrier strike on the Italian battle fleet at Taranto on November 11, 1940. Subsequent Japanese carrier strikes on the American battlefleet at Pearl Harbor and on the British ships HMS Prince of Wales and HMS Repulse confirmed the new order of naval strategy.

While the rise of the aircraft carrier forever altered naval strategy it did not totally eclipse the importance of the battleship. In both the Atlantic and the Pacific, old American battleships carried out extensive bombardments on enemy held shores while new generations of fast American battleships escorted aircraft carriers and provided them with a dense thicket of antiaircraft fire when necessary.

Both old and new American battleships saw heavy service during the war, providing cover for other ships and eventually bombarding the Japanese home islands in 1945. When the war in the Pacific ended on September 2, 1945, the surrender of the Japanese was signed on board the battleship USS Missouri anchored in Tokyo Harbor. Although replaced by the aircraft carrier as the principal capital ship of the navy, the battleship saw important and useful service during World War II, and contributed to the eventual American victory.

USS Alabama represents American battleships that fought against Japan in World War II for the following reasons:

1. USS Alabama is representative of the South Dakota class of American battleships that fought against Japan in World War II. Built later than the North Carolina class, the South Dakota class represents the continued American preparation for World War II and the development of a more advanced battleship design.

2. Beginning in 1943, USS Alabama saw continuous action in both the European and Pacific Theaters of operation. USS Alabama earned nine battle stars for her World War II service. USS Alabama also earned the Navy Occupation Service Medal Pacific, for the period of 2 to 23 September 1945.

3. USS Alabama is in excellent condition and retains all of her World War II integrity.

FOOTNOTES

1. Rob Stern, U.S. Battleships in Action Part 2 (Carrollton, Texas: Squadron/ Signal Publications, Inc., 1984). p. 21.

BIBLIOGRAPHY

Cheasnau, Roger. ed. Conway's All the World's Fighting Ships 1922-1946. New York: Mayflower Books, 1980.

McMahon, William E. Dreadnought Battleships and Battle Cruisers. Washington, DC: University Press of America, 1978.

Pater, Alan F. United States Battleships--The History of America's Greatest Fighting Fleet. Beverly Hills, California: Monitor book Company, 1968.

Stern, Rob. U.S. Battleships in Action Part 2. Carrollton, Texas: Squadron/Signal Publications, Inc. 1984.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Wilmington

Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	18	402710	3139140
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

Where the Alabama earned her stars

GILBERT ISLANDS
MARSHALL ISLANDS
PACIFIC RAIDS
HOLLANDIA
MARIANAS ISLANDS
WESTERN CAROLINES
LEYTE
OKINAWA
JAPAN
22 Japanese Planes

History of the USS ALABAMA (BB-60)

Battleship USS ALABAMA was launched at the Norfolk Naval Shipyard, Portsmouth, Virginia Feb. 16, 1942, while McArthur's men still fought on Bataan. By early 1943, BB-60 (the Navy's numerical designation) had completed shakedown and training cruises and joined the British Home Fleet in the North Atlantic, convoying shipping to Murmansk, Russia, and taking part in the Norway Invasion Feint against the Nazis.

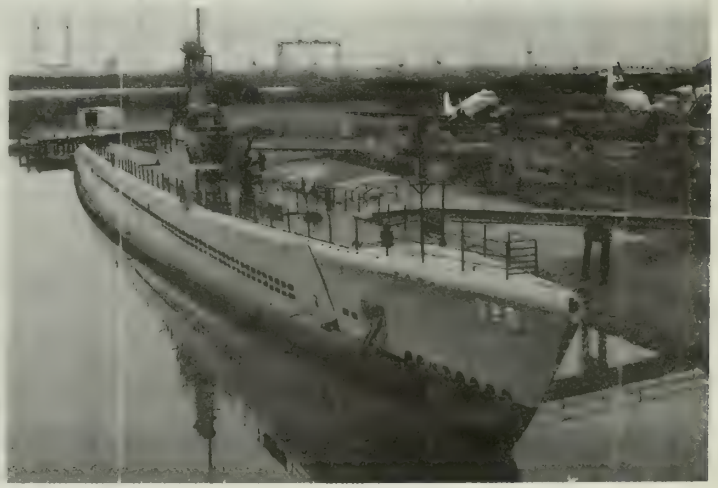
By fall, the ALABAMA had cleared the Panama Canal to join the strike forces in the Pacific where her nine 16-inch and twenty 5-inch guns spoke with authority at Tarawa (first battle star). The 2500-man crew of BB-60 was in the midst of action throughout 1944, earning six battle stars for the Marshalls, Hollandia, Marianas, Carolines, Philippines, and far-ranging Pacific raids. Stars eight and nine were added in the first half of 1945 for Okinawa and Japan. At the close of the war, the 35,000-ton ALABAMA led the fleet into Tokyo Bay.

BB-60, in 1947, was decommissioned and placed in reserve in Bremerton, Wash.

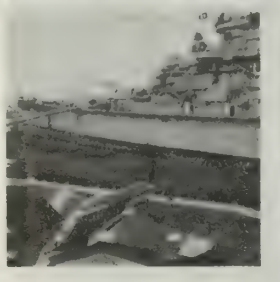
Following a Navy announcement that BB-60 was soon to be scrapped, Governor George C. Wallace asked that the $200-million ship be donated to the State of Alabama as a shrine. Alabamians everywhere contributed to a $1,000,000 campaign to bring the famous ship the 5600 miles from Seattle to Mobile (believed to be the longest ton-mile tow in history), build a 75-acre park and prepare the ship for public showing. Over half a million school children alone donated nickels, dimes and quarters (nearly $100,000) to this campaign.

With the support of young and old, the USS ALABAMA, on January 9, 1965, became a state shrine to the sacrifice and courage of Alabamians who served in World War II and Korea.

Flown by U.S. Marines in WWII, the gull-winged "Corsair" was known to Japanese as "Whistling Death".



USS DRUM (SS-228)
World War II Submarine
Open to visitors since
July 4, 1969.



The P-51 "Mustang", one of WWII Army Air Corps' fighter planes.

Over 1700 rose bushes with many varieties

Certified by Amer. Rose Soc., a Mobile garden spot.

Large Gift Shop featuring local arts and crafts.

Selected in an annual pageant, these young ladies called "Crewmates" promote the Memorial Park and tourism in Alabama.

Welcome Aboard!

You and your entire family will enjoy every minute aboard the battleship ALABAMA and the submarine DRUM. Your time is your own as you walk the 680-foot length of BB-60. Tour the crew's galley, messing and berthing spaces . . . an engine room, the Sick Bay, and the radio room . . . See the Wardroom, Captain's Cabin, officers' quarters and the ship's bridge . . . Go into the 16" gun turrets and 5" gun mounts and see the 40MM and 20MM anti-aircraft batteries . . . See how submarine crews lived, fired torpedoes and operated their ship . . . You'll find your visit to be an unforgettable experience. Audio guide tapes are available for individual visitors for a small rental fee.

For further information write:

BATTLESHIP PARKWAY, P.O. BOX 65,
MOBILE, ALABAMA 36601

P.O. BOX 2187 MOBILE, ALABAMA 36601

OPEN DAILY EXCEPT CHRISTMAS
8:00 A.M. to Sunset

BATTLESHIP *USS Alabama*

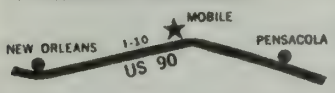
Printed in U.S.A.

BATTLESHIP
USS ALABAMA

Water Color by Carl G. Evers © 1970 by The United States Naval Institute

Battleship USS Alabama and Submarine USS Drum

Visit Alabama's most exciting tourist attraction — Battleship USS Alabama Memorial Park — one of the nation's outstanding memorials to the men and women of the Armed Forces who served in World War II and Korea.



There you can board the famous ALABAMA and walk beneath her mammoth 16-inch guns which thundered their retaliation for Pearl Harbor. Pace the bridge. Stand in the gun mounts. Relive her glorious past when she earned nine battle stars. Below decks, a city in itself, where 3,000 men lived and worked as a coordinated fighting team. Tour the galley, the wardroom, the engine room and the countless compartments which make up the USS Alabama.

Just off the battleship's port quarter rests the Submarine USS DRUM, another World War II heroine who earned 12 battle stars while sinking 15 enemy ships totalling 84,640 tons. Walk her sleek, narrow decks. Then go below where her crew of 85 enjoyed the comforts of home amid torpedo tubes, engines, navigational gear, dials and gauges.

The USS Alabama Battleship Commission invites you to see these two U.S. Navy fighting ships and inspect the many other weapon displays in the park. Battleship USS Alabama Memorial Park is just east of Mobile. You will see ALABAMA'S superstructure as you approach. Plan to stop. It's an experience you won't forget.

FOR INFORMATION: P.O. BOX 65, MOBILE, AL 36601

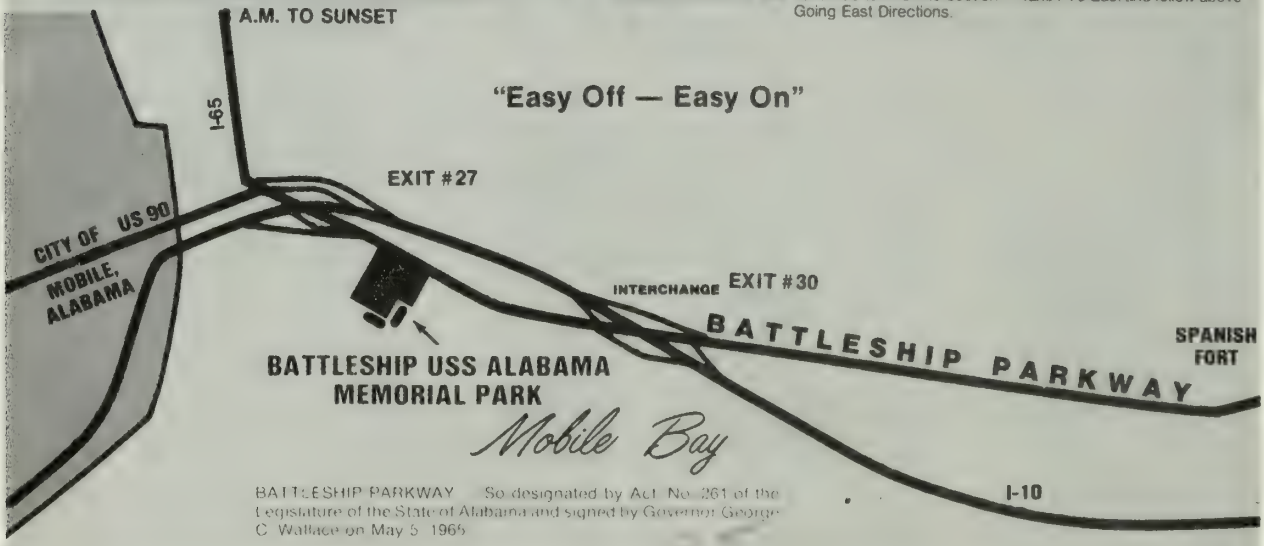
TO VISIT THE BATTLESHIP USS ALABAMA AND SUBMARINE USS DRUM FOLLOW EASY ON-OFF EXITS FROM INTERSTATE 10.

GOING EAST: Take right hand lane as you enter I-10 Tunnel — then **immediately** as the tunnel ends, take the first exit (Exit 27) to Battleship Parkway. The Memorial Park is approximately ¼ mile east. When continuing your journey **east**, there is an access to I-10 approximately 1½ miles east on Battleship Parkway.

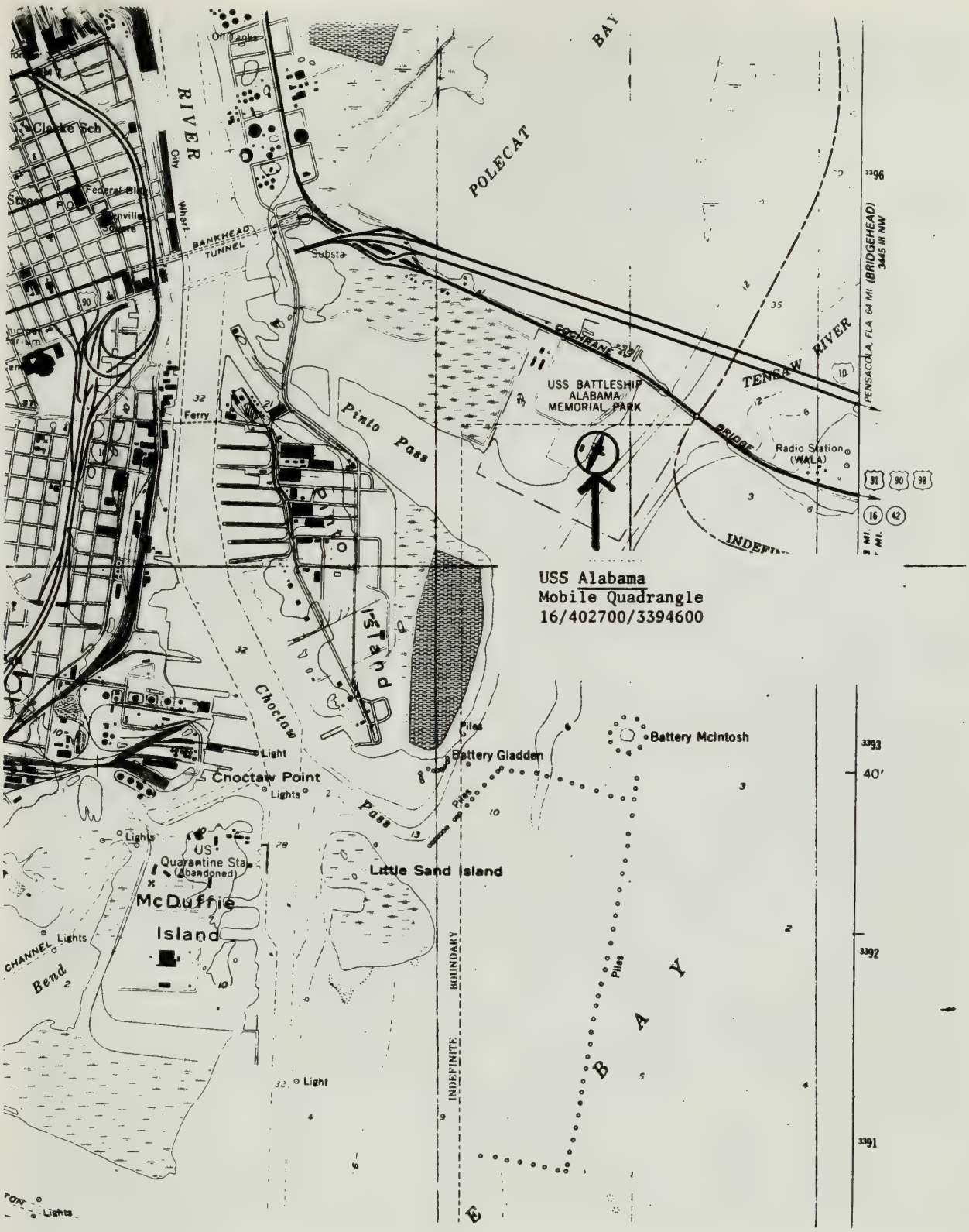
GOING WEST: Take Exit 30 to Battleship Parkway, turn west on Parkway — Battleship Memorial Park is approximately 1 ¼ miles west. After visiting the Park, as you continue your journey west, there is an access to I-10 approximately ¼ mile west of the Park entrance.

GOING SOUTH ON I-65 Take I-65 to I-10 Intersection — Take I-10 East and follow above Going East Directions.

OPEN EVERYDAY EXCEPT CHRISTMAS DAY
A.M. TO SUNSET

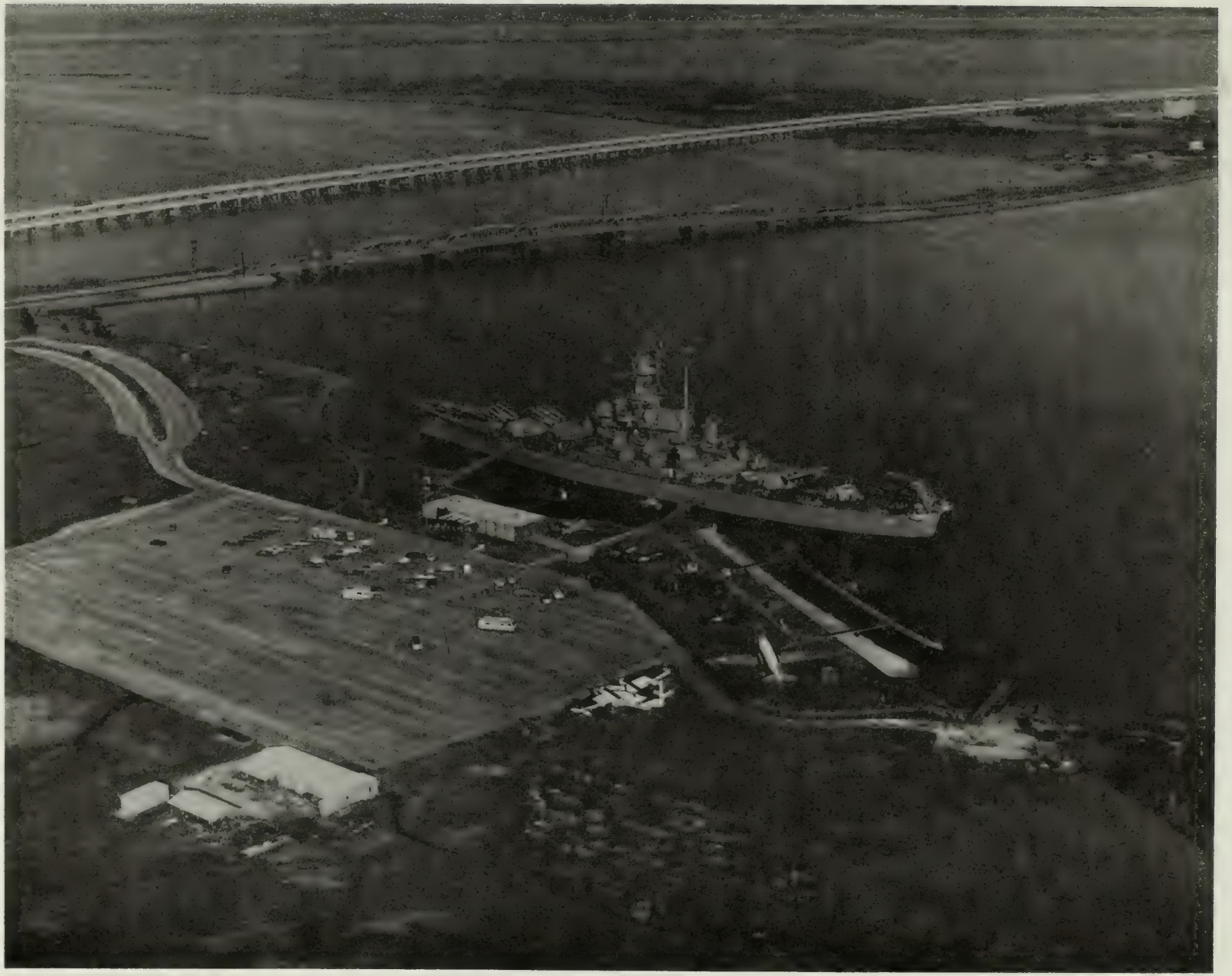


BATTLESHIP PARKWAY — So designated by Act No. 261 of the Legislature of the State of Alabama and signed by Governor George C. Wallace on May 5, 1965.

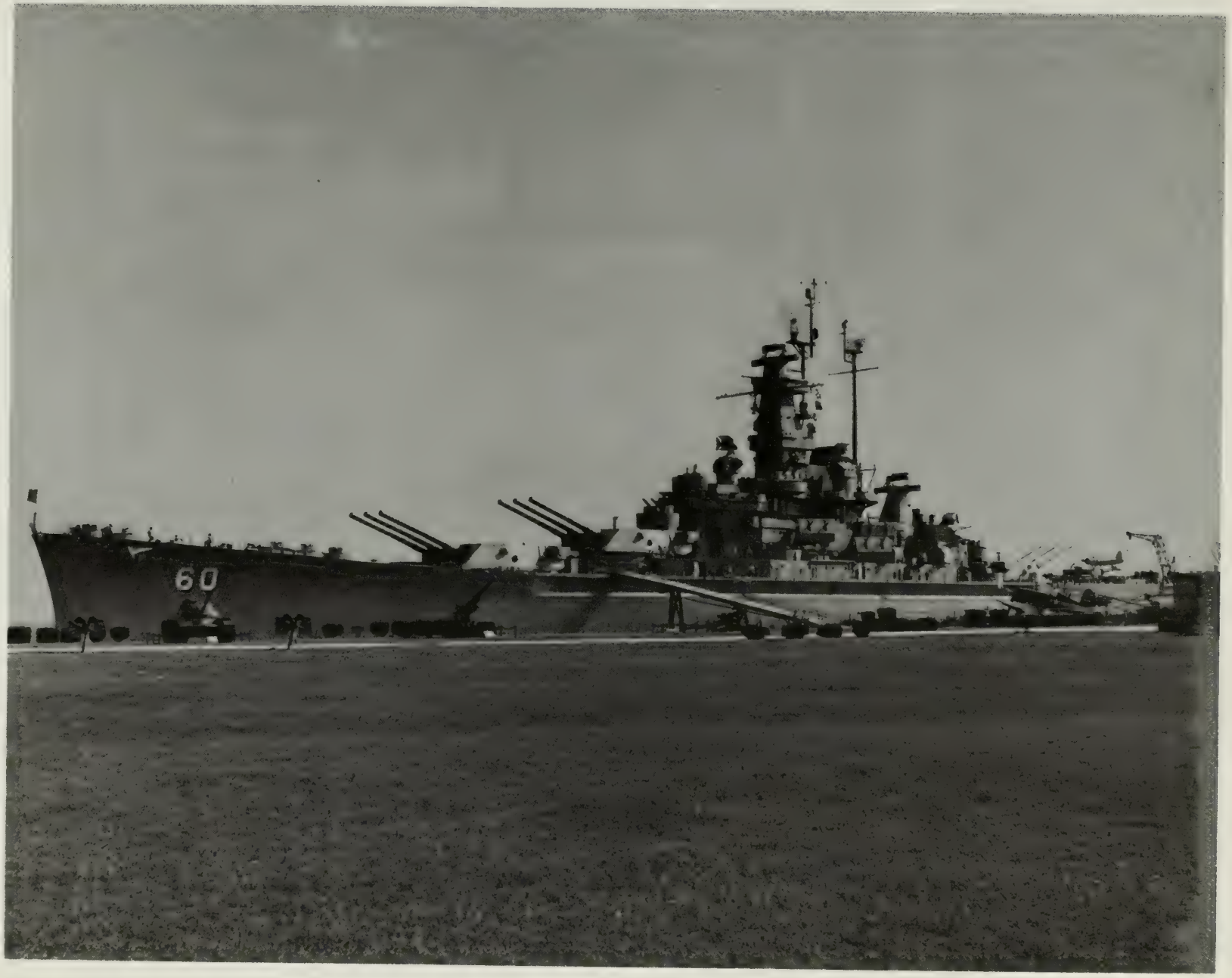


USS Alabama
Mobile Quadrangle
16/402700/3394600

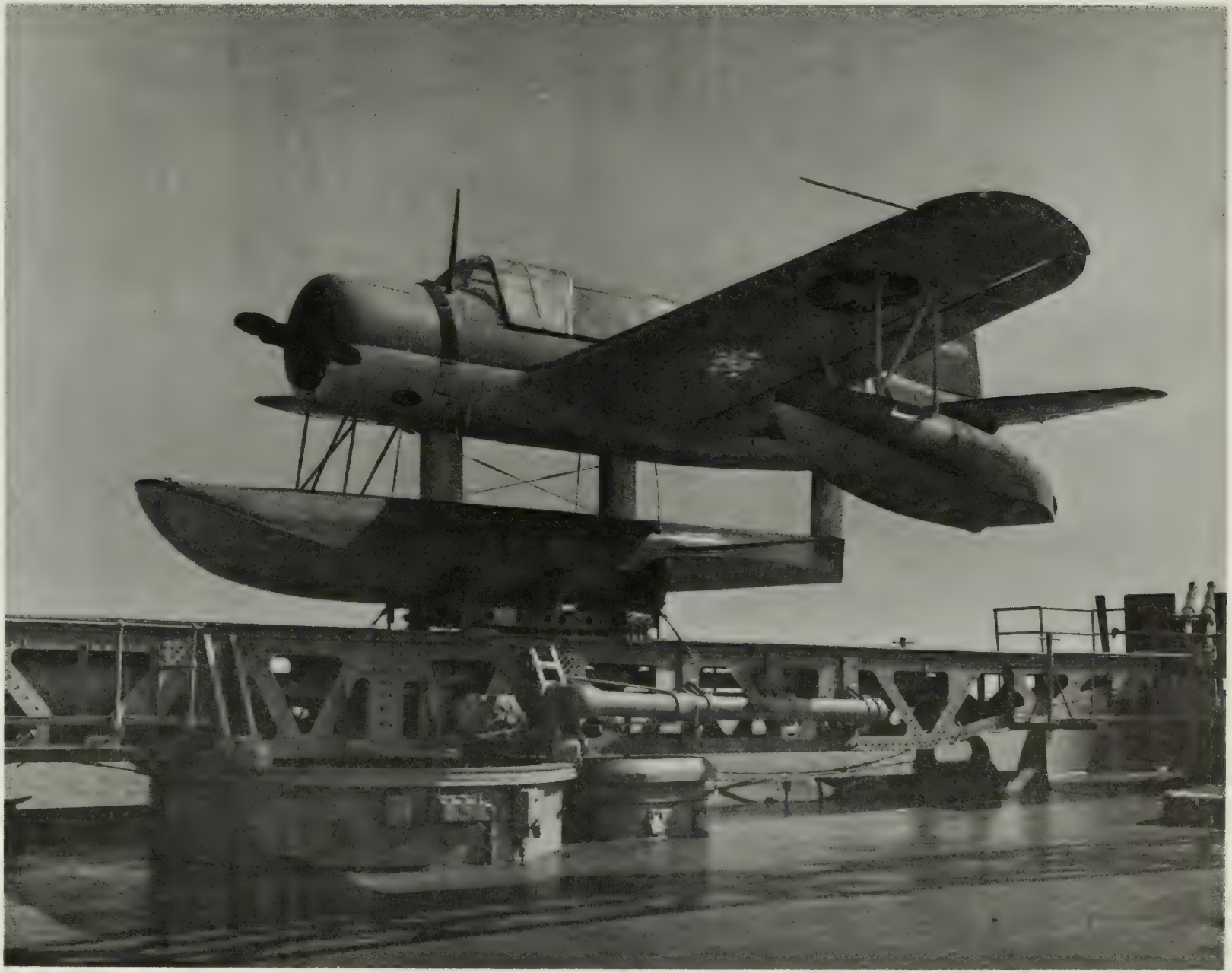
1. USS Alabama
2. Mobile, Alabama
3. USS Alabama Battleship Commission
4. 1980
5. USS Alabama Battleship Commission
6. Exterior View
7. Photo #1



1. USS Alabama
2. Mobile, Alabama
3. USS Alabama Memorial Commission
4. 1985
5. USS Alabama Memorial Commission
6. Exterior Side View
7. Photo #2

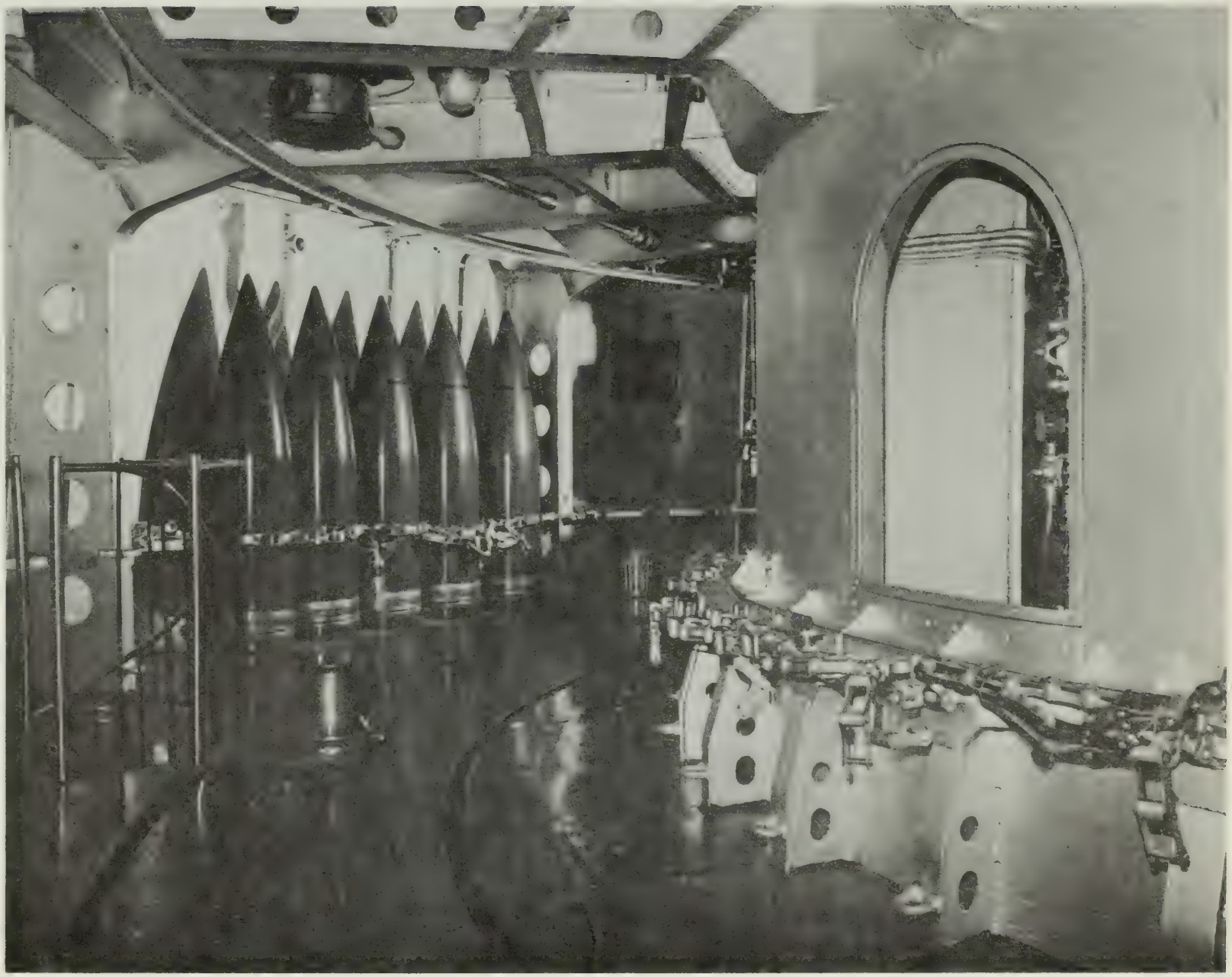

60

1. USS Alabama
2. Mobile, Alabama
3. USS Alabama Memorial Commission
4. 1985
5. USS Alabama Memorial Commission
6. Kingfisher Seaplane on the fantail of USS Alabama
7. Photo #3



1. USS Alabama
2. Mobile, Alabama
3. USS Alabama Memorial Commission
4. 1985
5. USS Alabama Memorial Commission
6. Lower Powder Hoist Doors, Barbette II
7. Photo #4

1. USS Alabama
2. Mobile, Alabama
3. USS Alabama Memorial Commission
4. 1985
5. USS Alabama Memorial Commission
6. Projectile Stowage, Barbette II
7. Photo #5



1. USS Alabama
2. Mobile, Alabama
3. USS Alabama Memorial Commission
4. 1985
5. USS Alabama Memorial Commission
6. Dentist Office
7. Photo #6

1. USS Alabama
2. Mobile, Alabama
3. USS Alabama Memorial Commission
4. 1985
5. USS Alabama Memorial Commission
6. Crew's Galley
7. Photo #7

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Massachusetts (BB 59)

and/or common

2. Location

street & number Battleship Cove ___ not for publication

city, town Fall River ___ vicinity of

state Massachusetts code 025 county Bristol code 005

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	X museum
___ building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name USS Massachusetts Memorial Committee, Inc.

street & number Battleship Cove

city, town Fall River ___ vicinity of state Massachusetts

5. Location of Legal Description

courthouse, registry of deeds, etc. Registry of Deeds

street & number 441 North Main Street

city, town Fall River state Massachusetts

6. Representation in Existing Surveys

title National Register Nomination Form has this property been determined eligible? X yes ___ no

date 1976 ___ federal X state ___ county ___ local

depository for survey records National Park Service, Interagency Resources Division

city, town Washington state DC 20013-7127

7. Description

Condition		Check one	Check one
___ excellent	__ deteriorated	X unaltered	N/A original site
_X good	___ ruins	___ altered	_ moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Massachusetts (BB59) is the third of four South Dakota-class battleships laid down in the 1930s. She was built by the Bethlehem Steel Company in their Fore River Shipyard at Quincy, Massachusetts. Her keel was laid on July 20, 1939, and she was launched on September 23, 1941. USS Massachusetts was commissioned on May 12, 1942.

The design of the South Dakota class was influenced by the same limitations as the previous North Carolina class, because it too, was intended to meet the Washington Treaty limits. The chief difference was that the South Dakota class, including USS Massachusetts, was designed from the start to carry a 16-inch main battery. To accommodate the heavier armour needed for a 16-inch battery and keep the required weight under 35,000 tons, the waterline length of the South Dakota class was shortened from that of the North Carolina class while the beam remained the same. This change meant that the South Dakota class had a much fuller hull form than the North Carolina class. More powerful engines were also installed to maintain the same fast speed obtained by the North Carolina class.[1]

USS Massachusetts is painted grey on metal surfaces exposed to the elements with the exception of a black stack cap and black "boot topping" at the water line. Three quarters of the ship's deck is covered with teak laid on a bituminous base and bolted to the deck. Forward of main battery turret one, and aft of main battery turret three, the decks are made of steel.

USS Massachusetts was built with two explosively-driven catapults on the stern, port and starboard, for launching observation planes. These were removed and discarded during the ship's inactive period. During the summer of 1985 an outline of one of the catapults will be painted on the deck.[2]

Specific ship data concerning USS Massachusetts is:

Length Overall	681 feet
Maximum Beam	108 feet
Design Displacement	35,000 tons
Full Load Displacement	46,000 tons
Boilers	8-Babcock & Wilcox
Turbines	4 sets, General Electric
Fuel Oil Capacity	6,959 tons

Maximum Speed	28 knots
Armament	9 16-inch/45 caliber Mark 6 guns 20 5-inch/38 caliber Mark 12 guns Various combinations of 40 mm and 20 mm antiaircraft guns
Crew	2,300 wartime

In 1962, after USS Massachusetts was stricken from the inactive reserve list by the Navy, some 5,000 tons of equipment was removed for use on other naval vessels. USS Massachusetts is in good condition and retains much of her World War II integrity.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	X military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1941-1945 **Builder/Architect** Bethlehem Steel Company Quincy, Massachusetts

Statement of Significance (in one paragraph)

General Statement: The Role of the Battleship in World War II

The first modern battleship had its inception with the launching of HMS Dreadnought by Great Britain in 1906. HMS Dreadnought was the world's first all-big-gun, fast, heavily armoured capital ship and her launching made all the major ships in all other navies obsolete. The design features of HMS Dreadnought were rapidly copied by other navies and by 1914 the modern big gun heavily armoured battleship dominated naval warfare.

Battleships fought their first and only decisive action of World War I in the Battle of Jutland in May 1916. Although the British fleet won the day and forced the Germans to retire to the safety of their ports, the German design and construction of battleships was shown to be superior. After the Battle of Jutland, the Germans never again risked their battleships in open conflict with His Majesty's fleet but turned instead to unrestricted submarine warfare.

After the end of World War I the battleship continued to dominate naval strategy. In an effort to reduce expenditures required to fund new battleships the United States, Britain, France, Japan and Italy agreed to a moritorium on new battleship construction in 1922 at the Washington Naval Conference. As a result of this agreement, new American battleships in construction were broken up and scrapped. No new battleships were built until 1936 when USS North Carolina was authorized by the Congress.

During these years the nature of naval power was changing as a result of the perfection of the airplane and the introduction of a new capital ship utilizing this new weapon--the aircraft carrier. Supporters of air power argued that the battleship as the principal capital ship of the navy was obsolete because of the long reach of naval aircraft. This view was strengthened early in World War II when the British carried out a carrier strike on the Italian battle fleet at Taranto on November 11, 1940. Subsequent Japanese carrier strikes on the American battlefleet at Pearl Harbor and the British ships HMS Prince of Wales and HMS Repulse confirmed the new order of naval strategy.

While the rise of the aircraft carrier forever altered naval strategy it did not totally eclipse the importance of the battleship. In both the Atlantic and the Pacific, old American battleships carried out extensive bombardments on enemy held shores while new generations of fast American battleships escorted the aircraft carriers and provided them with a dense thicket of antiaircraft fire

when necessary. Both old and new American battleships saw heavy service during the war providing cover for other ships and eventually bombarding the Japanese home islands in 1945. When the war in the Pacific ended on September 2, 1945, the surrender of the Japanese was signed on board the battleship USS Missouri anchored in Tokyo Harbor. Although replaced by the aircraft carrier as the principal capital ship of the navy the battleship saw important and useful service during World War II and contributed to the eventual American victory.

USS Massachusetts represents American battleships that fought against Japan in World War II for the following reasons:

1. USS Massachusetts is a representative of the South Dakota class of American battleships that fought against Japan in World War II. Built later than the North Carolina class, the South Dakota class represents the continued American preparation for World War II and development of a more advanced battleship design. USS Massachusetts is at Fall River, Massachusetts, not far from Quincy, Massachusetts, where she was built. She thus represents the role of Massachusetts in the support of the war effort.

2. Beginning in November 1942, USS Massachusetts saw continue action in both the European and Pacific Theaters of operations. USS Massachusetts earned 11 battle stars for her World War II service.

3. USS Massachusetts is in good condition and retains much of her World War II integrity.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Fall River Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	19	320000	4619260
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

FOOTNOTES

1. Rob Stern, U.S. Battleships in Action Part 2 (Carrollton, Texas: Squadron/ Signal Publications, Inc., 1984). p. 21.

2. No Author, USS Massachusetts (BB59)-Physical Description (Fall River, Massachusetts: Battleship Cove, 1984), pp. 8-9.

BIBLIOGRAPHY

Boulding, Christine. "National Register of Historic Places Inventory USS Massachusetts." Boston, Massachusetts: Massachusetts Historical Commission, 1976.

McMahon, William E. Dreadnought Battleships and Battle Cruisers. Washington, DC: University Press of America, 1978.

Pater, Alan F. United States Battleships -- The History of America's Greatest Flighting Fleet. Beverly Hills, California: Monitor Book Company, 1968.

Stern, Rob. U.S. Battleships in Action Part 2. Carrollton, Texas: Squadron/ Signal Publications, Inc. 1984.

NOW HEAR THIS — ...For Your Convenience

SHIP'S STORE — admissions, souvenirs, notions, film and information.

FOOD SERVICE — located on the battleship just forward of the wardroom and near the parking lot. Adjacent to the SHIP'S STORE.

BY WORD — Listening devices are available at no charge at the BY WORD booth alongside the battleship's gangway. These wand devices provide a narrated, self-guided tour of the battleship.

GUIDED TOURS — a main deck tour of the battleship is offered June - September. If a guided tour is desired during the off-season, inquire at the SHIP'S STORE or contact Battleship Cove at the telephone number below.

DRINKING FOUNTAINS — are located in the battleship's wardroom and at the restrooms adjacent to the SHIP'S STORE.

Special Programs!

EDUCATIONAL PROGRAM — Battleship Cove has a full-time educational coordinator to assist teachers in planning class visits to Battleship Cove, to provide a welcome-aboard orientation/audio visual presentation, and to visit schools. Teachers are encouraged to contact the education coordinator at the number below.

THE OVERNIGHT EXPERIENCE — More than 12,000 members of scout and other organized youth groups bunk down each year aboard the U.S.S. Massachusetts! Become a part of this fabulous program which includes three meals, a movie, a presentation at the Marine Museum, and 24 memorable hours at Battleship Cove. Contact us at the number below and ask for "Overnight Information".

GROUP TOURS — Make arrangements for a special tour at Battleship Cove when your group plans its next outing. Tours range from thirty minutes to two hours. Your lively and informative tour can include lunch in the battleship's air conditioned wardroom.

Business Meetings, Luncheons, and Special Events — Battleship Cove provides the East Coast's most unique sites for meetings, luncheons, and special group events. Seating available for 20-150 persons. Low rental fee includes a guided tour of the battleship. Full food service available.

FOR RESERVATION INFORMATION contact:
MARK NEWTON, *Educational Coordinator-Curator*
Ship's Office, Battleship Cove
Fall River, MA 02721
(617) 678-1100

PRICE 25¢

BATTLESHIP

Visitor's Guide

SOUVENIR

U.S.S. MASSACHUSETTS BB 59
AN APPEAL TO HEAVEN

BATTLESHIP COVE
FALL RIVER, MASSACHUSETTS 02721
(617) 678-1100

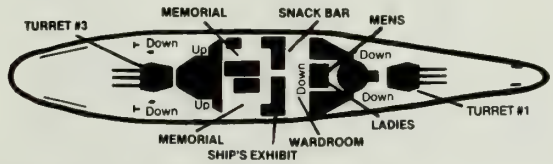
Operated by the U.S.S. Massachusetts Memorial Committee, Inc. A private nonprofit educational corporation for the preservation of these historic naval vessels and for the preservation of the Battleship Massachusetts as the Commonwealth's World War II Memorial.

U.S.S. MASSACHUSETTS

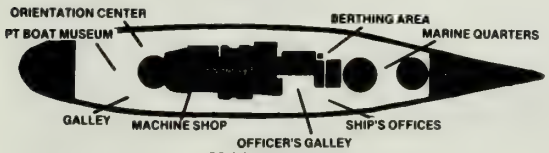
THE U.S.S. MASSACHUSETTS was built at the Fore River Shipyards of the Bethlehem Steel Company at Quincy, Massachusetts, at a cost of approximately ninety million dollars. One of four South Dakota class battleships which saw action in World War II, "Big Mamie" fired the first 16" American projectiles of the war, and it is believed that she also fired the last, off Japan in 1945. As a unit of the 3d Fleet in the Pacific she participated in every major operation in that theater, and as the flagship of Operation Torch — the invasion of North Africa — in November 1942 she became the first American battleship to sink an enemy battleship by gunfire. The Massachusetts steamed a quarter of a million miles during her wartime service, shot down 18 enemy aircraft and sank 5 enemy ships, never losing a man in combat. She rates 11 battle stars for World War II service, having participated in 35 engagements.

Displacement:	35,000 tons 45,000 tons war service
Length:	680'9¾"
Beam:	108'2"
Draft:	29'3" / 34'6" war service
Speed:	27 knots
Crew:	1,900 / 2,300 war service

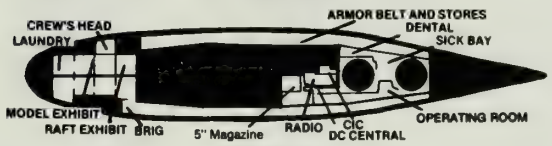
Armament:
- 9 16" 45 caliber guns, range 19 miles
- 20 5" 38 caliber dual purpose guns, range 10 miles
- 18 40 mm anti-aircraft guns, range 1.4 miles (quadruple mounts)
- 35 20mm guns, range 1 mile



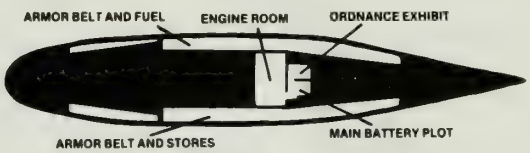
MAIN DECK



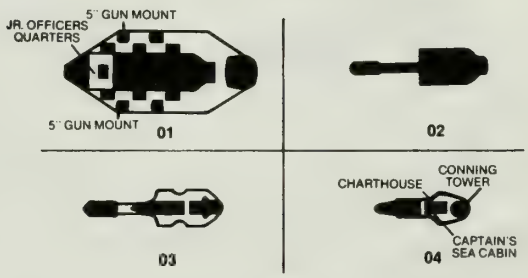
SECOND DECK



THIRD DECK



FIRST PLATFORM



SUPERSTRUCTURE

THE MAIN DECK of the battleship is covered 2/3 of its length by teakwood. The main battery guns, towing and minesweeping gear, and World War II memorial are located on this level. Also on the main deck, inside the superstructure, is the snack bar and rest rooms, located in the former officers' wardroom.

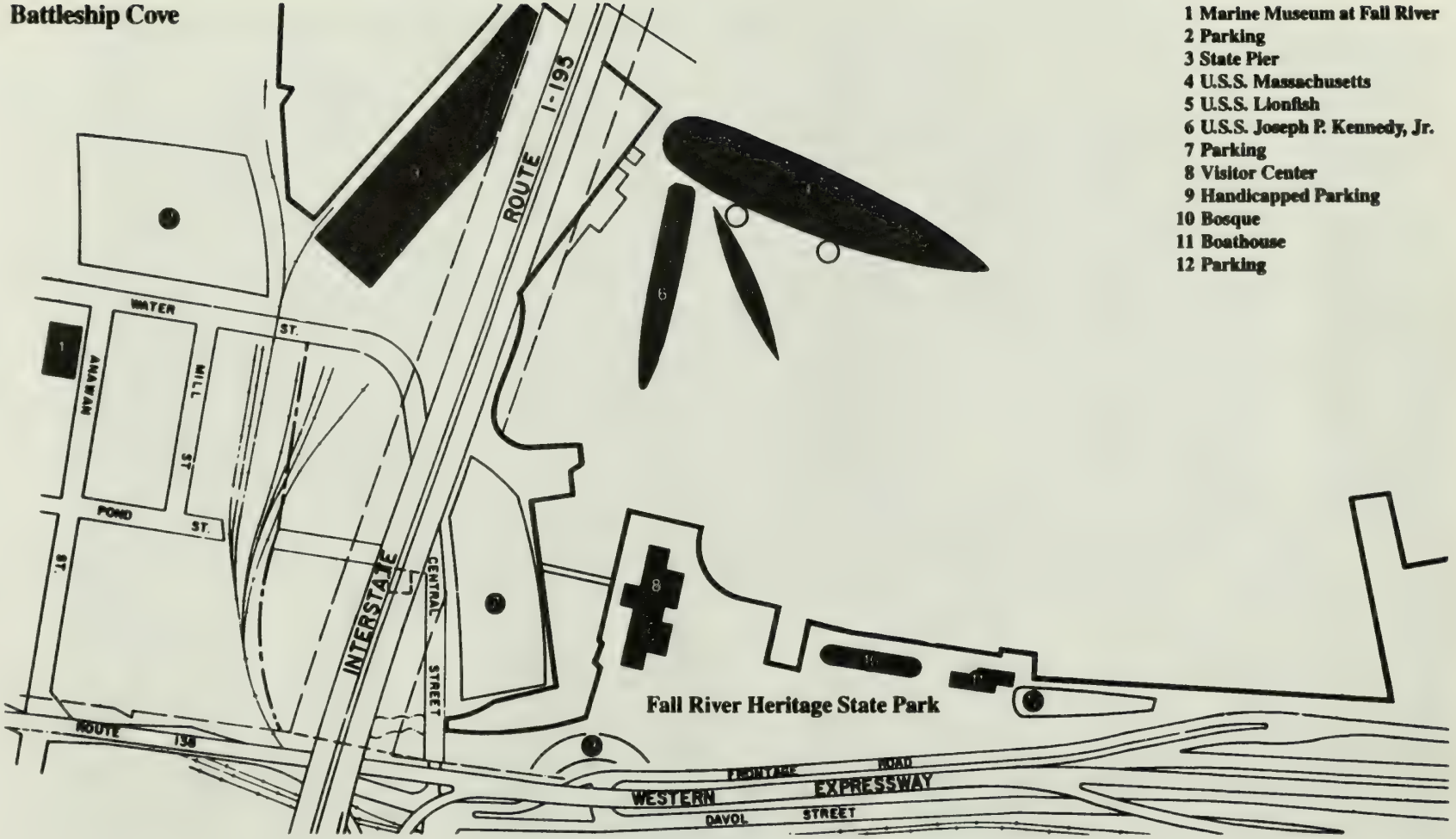
THE SECOND DECK of the battleship contains the Marine Quarters, bunking areas, workshops, the main enlisted galley, PT boat museum, and student orientation center.

THE THIRD DECK displays include sick bay, the dental office, radio room, the Combat Information Center (CIC), and aircraft model exhibit.

FIRST PLATFORM. Number one engine room and the main battery plotting room are open for visitation on this level. There is also a gunnery exhibit in the plotting room.

SUPERSTRUCTURE DECKS. The first four levels of the superstructure are accessible by ladder on the weather decks only. Officer's quarters on the 01 level aft are also open for visitor's viewing. Displays include the chart house, bridge, armored conning tower and helmsman's station, flag bags, searchlights, and captain's sea cabin.

Battleship Cove

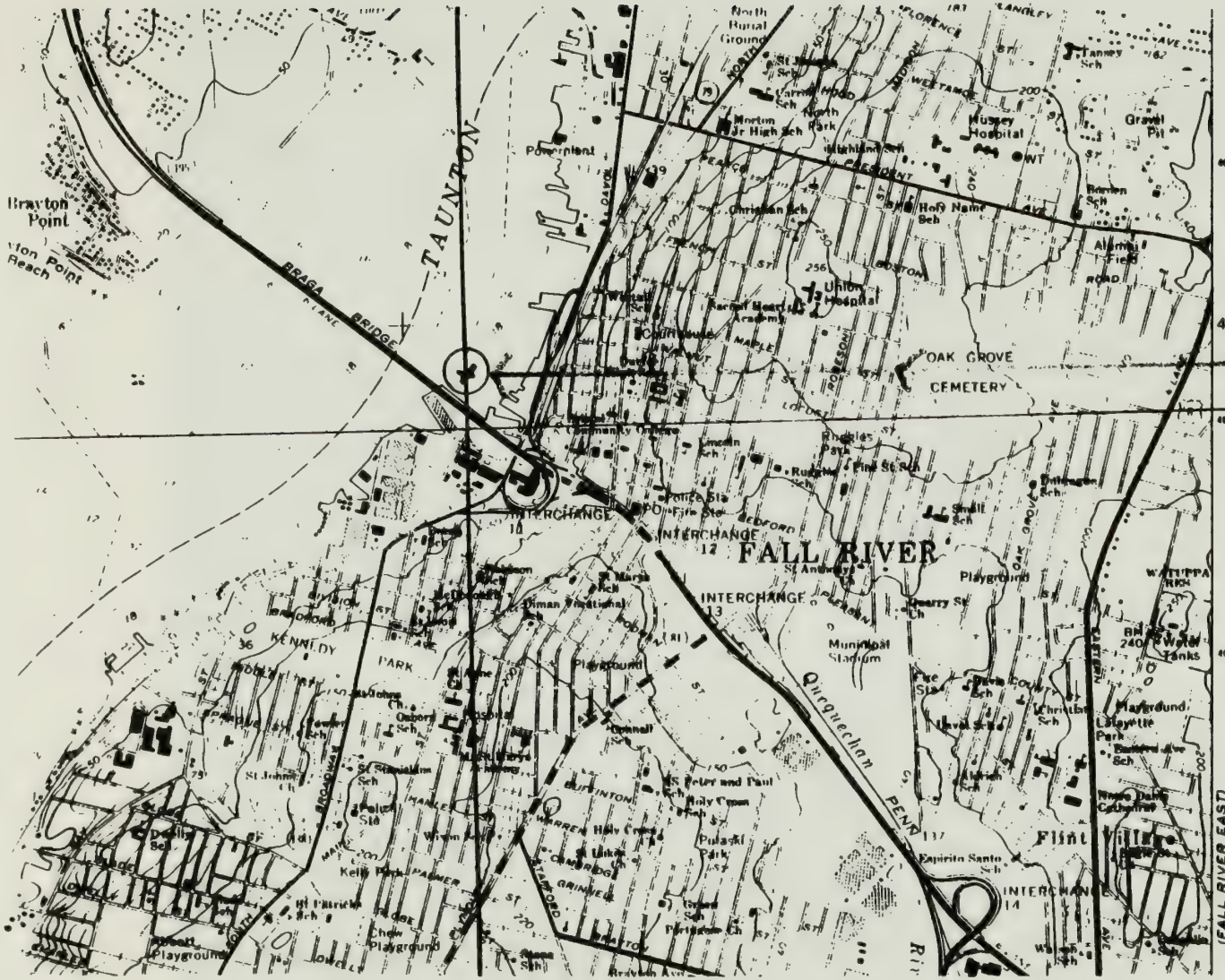


1 Marine Museum at Fall River
2 Parking
3 State Pier
4 U.S.S. Massachusetts
5 U.S.S. Lionfish
6 U.S.S. Joseph P. Kennedy, Jr.
7 Parking
8 Visitor Center
9 Handicapped Parking
10 Bosque
11 Boathouse
12 Parking

FALL RIVER

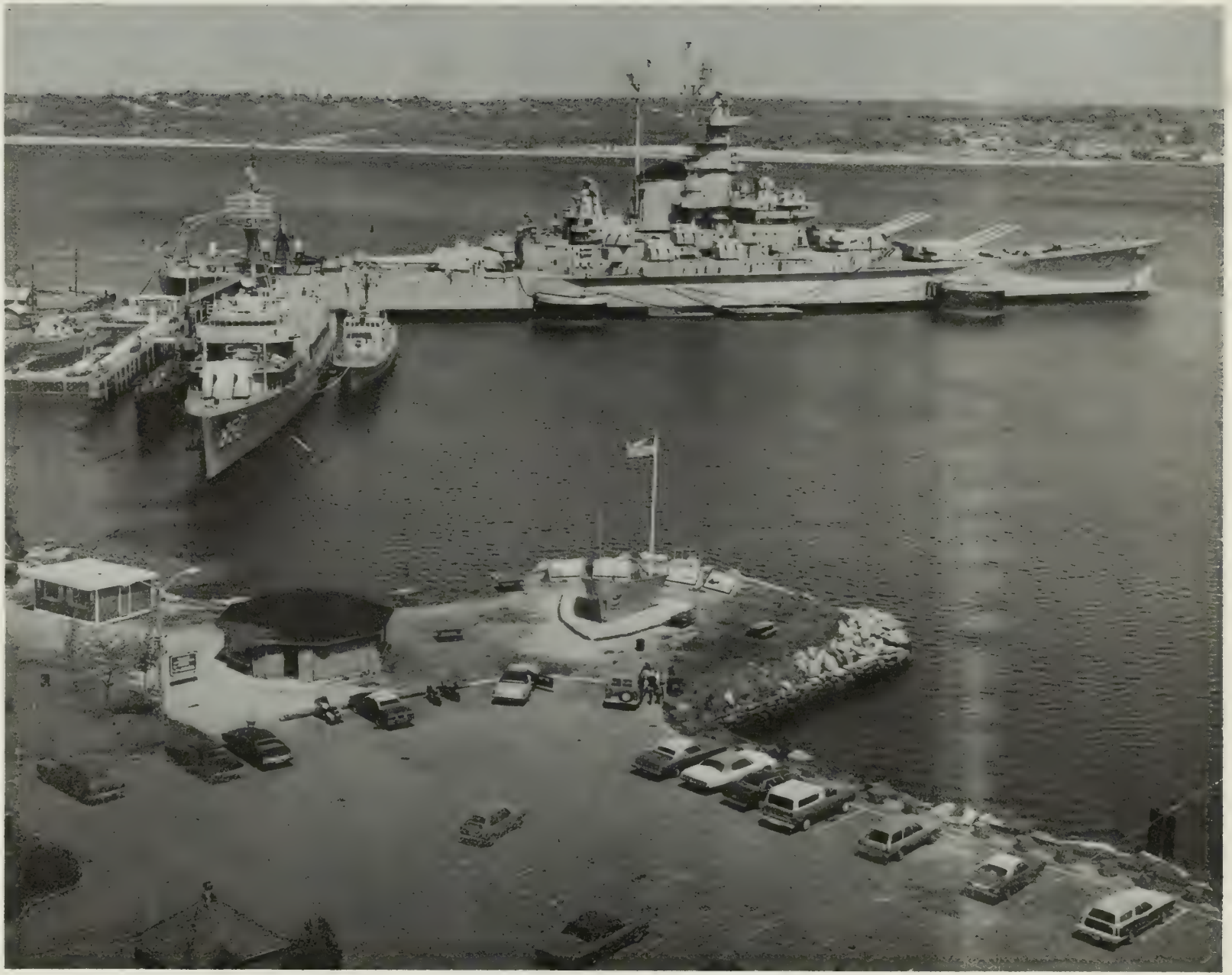
Massachusetts Department of Environmental Management
100 Cambridge Street
Boston MA 02202

Commonwealth of Massachusetts
Michael S. Dukakis
Governor



U.S.S. Massachusetts
Fall River, MA.
UTM Reference:
19/320000/4619260

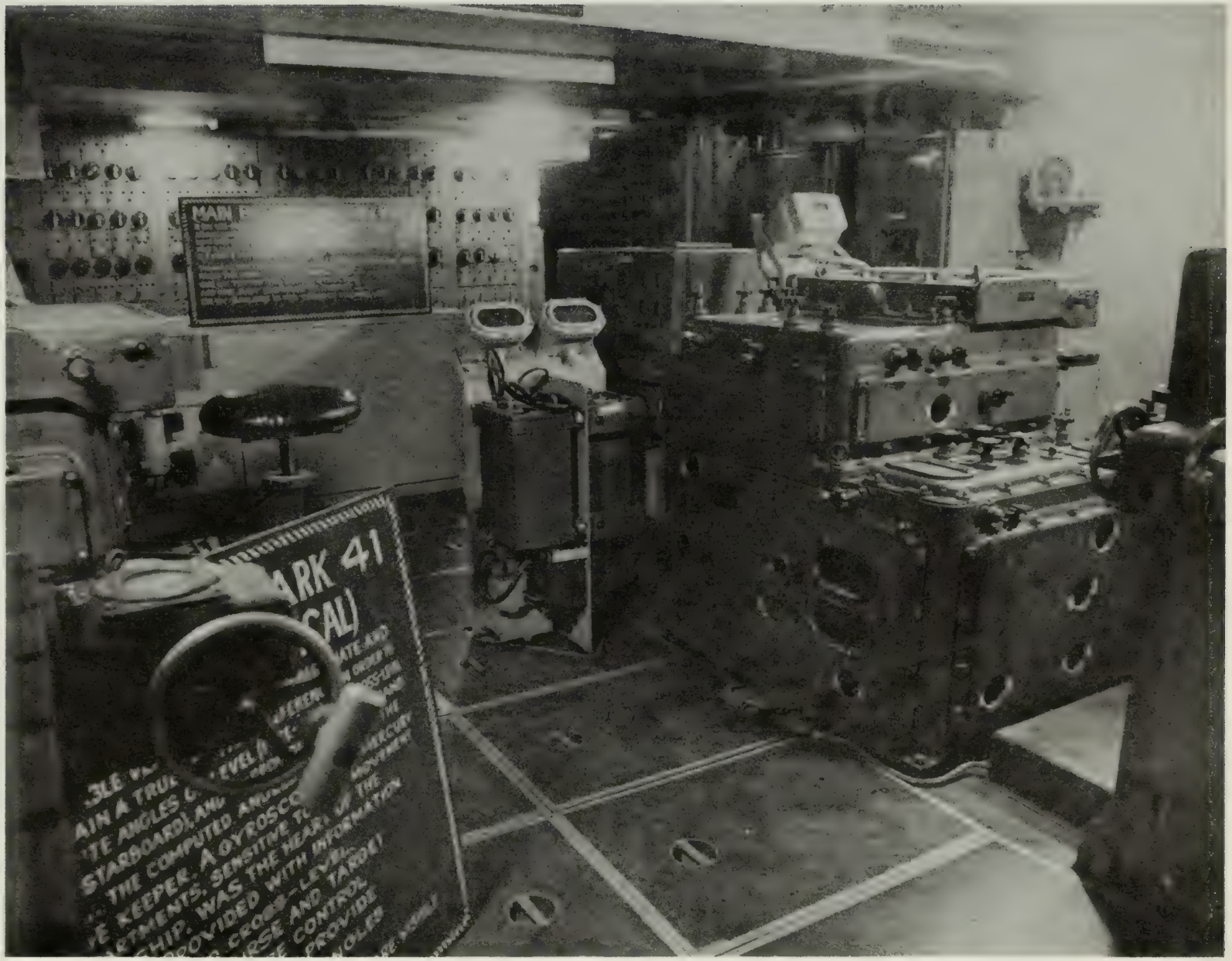
1. USS Massachusetts
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. Late 1970s
5. USS Massachusetts Memorial Committee
6. Exterior Side View
7. Photo #1



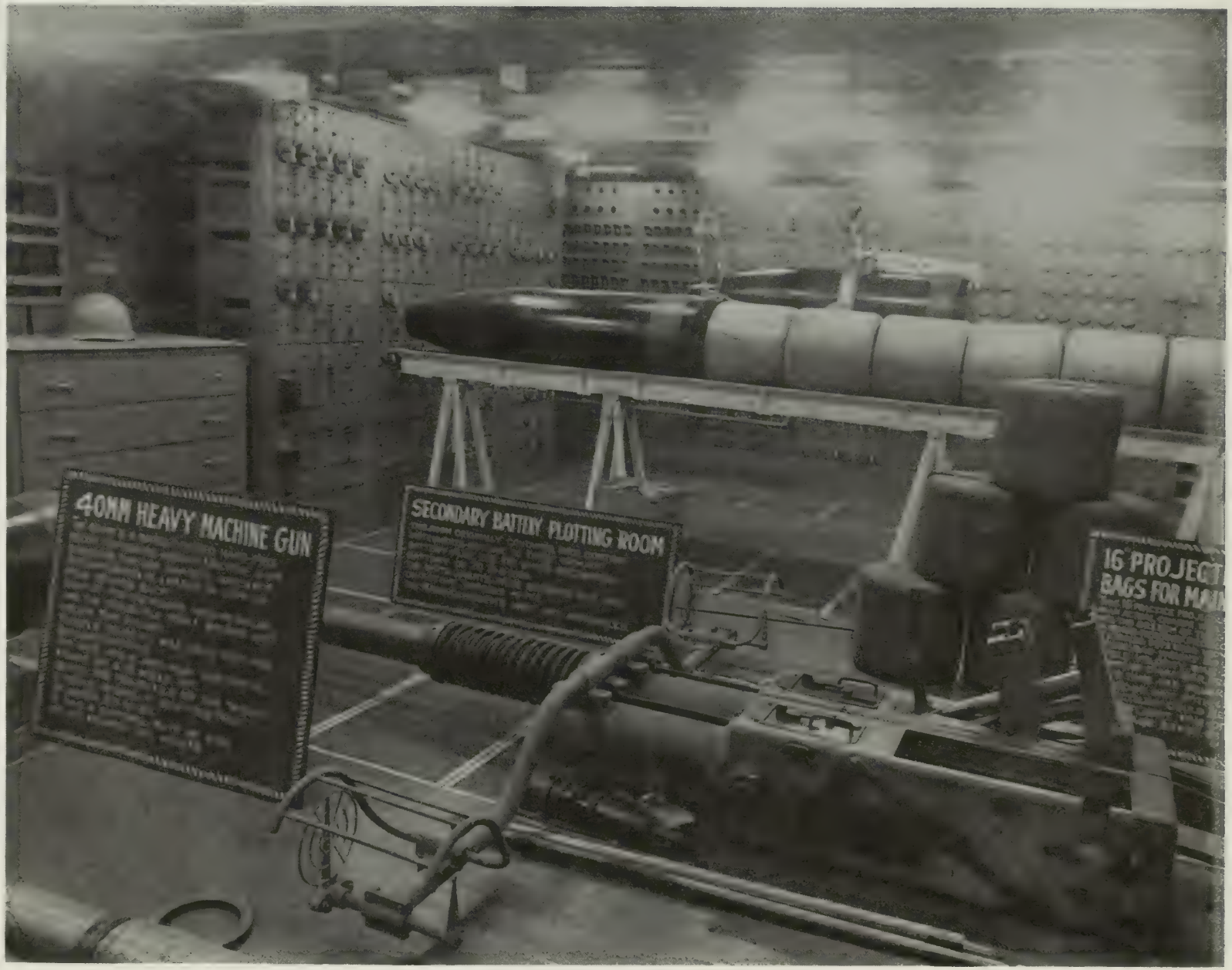
1. USS Massachusetts
2. Fall River, Massachusetts
3. US Navy
4. 1942
5. USS Massachusetts Memorial Committee
6. Exterior Side View
7. Photo #2

1. USS Massachusetts
2. Fall River, Massachusetts
3. Martin R. Adler
4. 1984
5. USS Massachusetts Memorial Committee
6. Main Battery and Superstructure from Bow
7. Photo #3

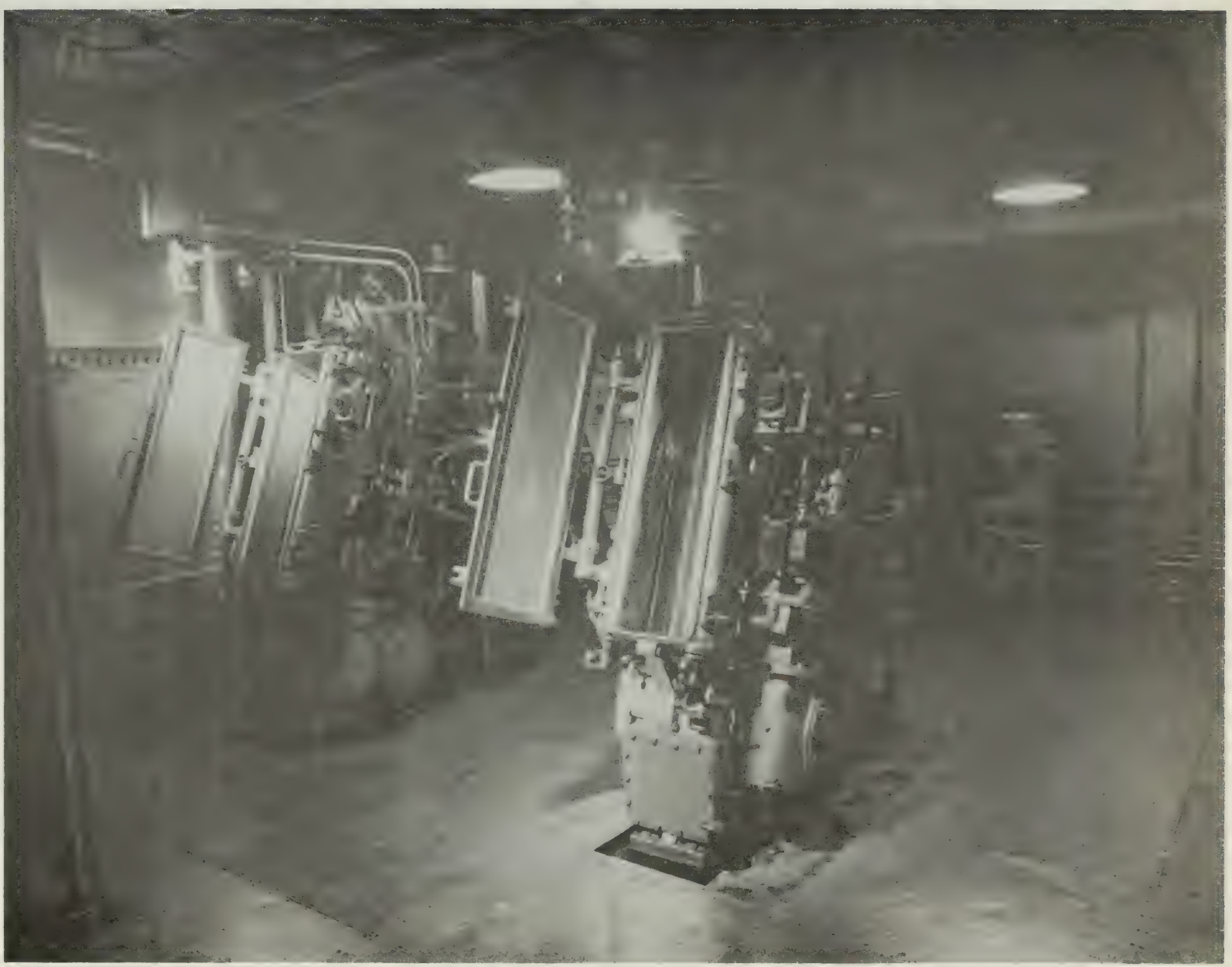
1. USS Massachusetts
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Main Battery Plot
7. Photo #4


MARK 41

1. USS Massachusetts
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Ordnance exhibit in secondary battery plot
7. Photo #5

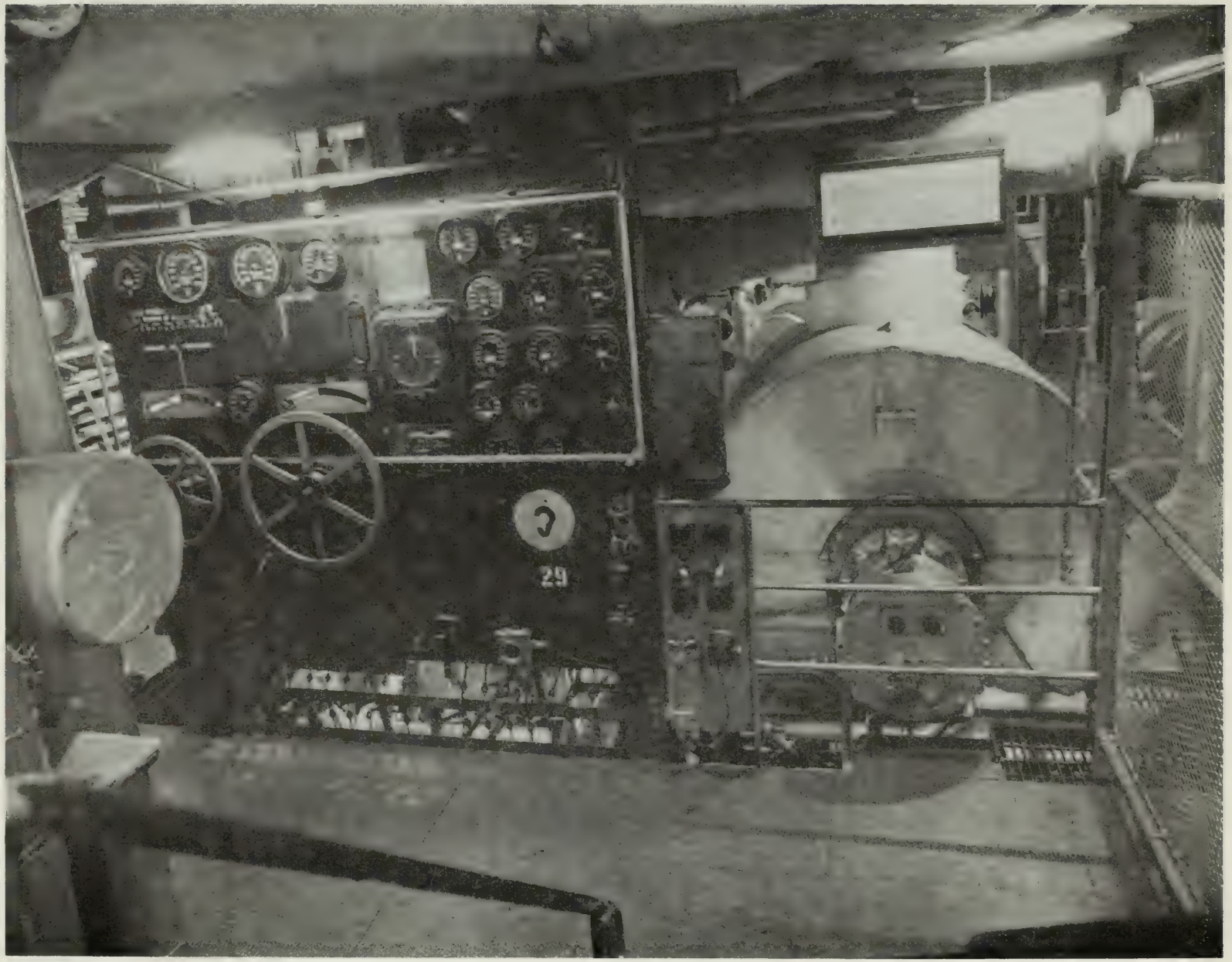

40MM HEAVY MACHINE GUN
SECONDARY BATTERY PLOTTING ROOM

1. USS Massachusetts
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. 5" ammunition handling room
7. Photo #6



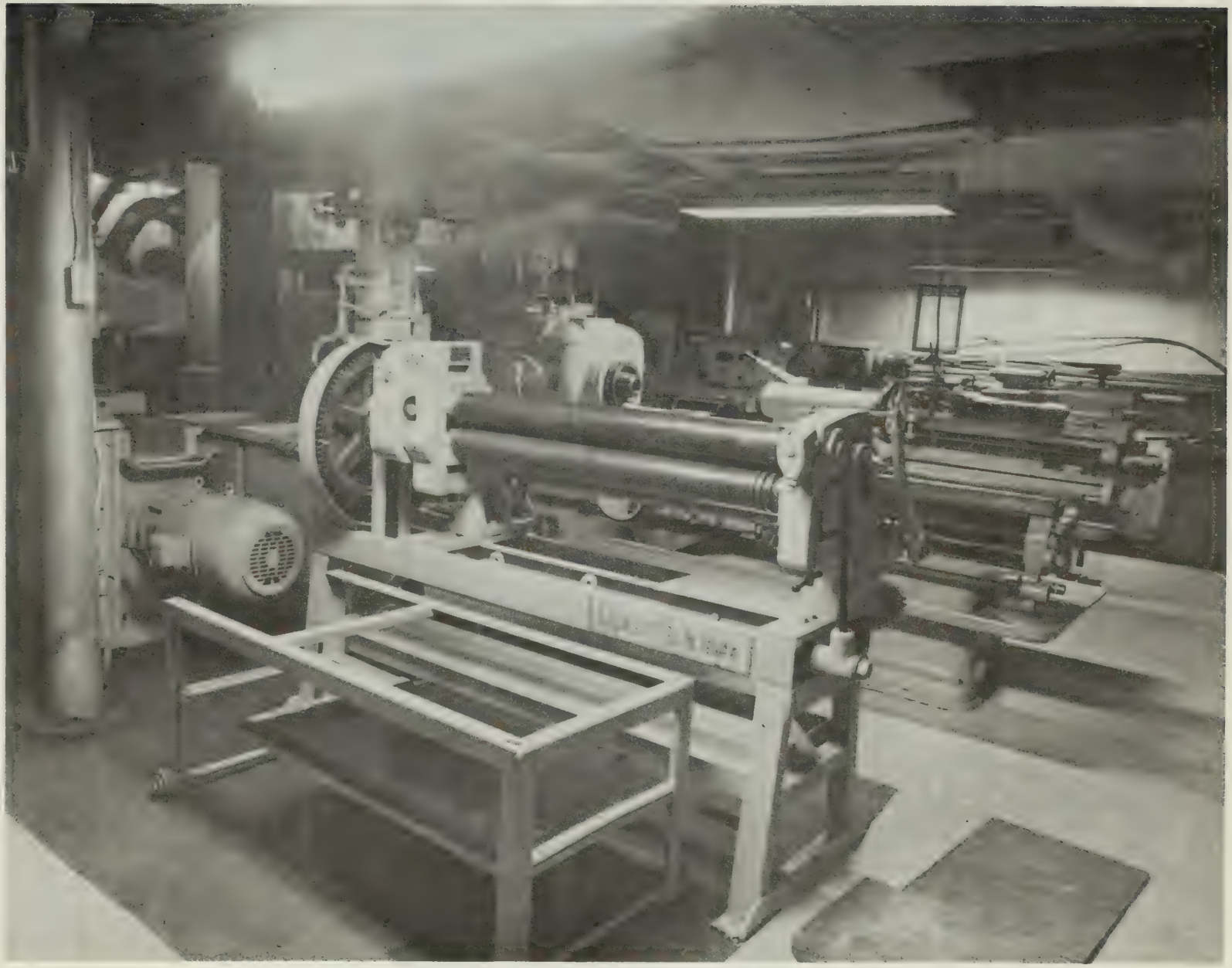
1. USS Massachusetts
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Berthing in Chief Petty Officer's Quarters
7. Photo #7

1. USS Massachusetts
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Entrance to engine room B-1
7. Photo #8


29

1. USS Massachusetts
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Turbines and electric generators in Engine Room B-1
7. Photo #9

1. USS Massachusetts
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Machine Shop
7. Photo #10



United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Missouri (BB-63)

and or common

2. Location

street & number Long Beach Naval Shipyard ___ not for publication

city, town Long Beach ___ vicinity of

state California code 06 county Long Beach code 037

3. Classification

Category	Ownership	Status	Present Use	
___ district	X public	X occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		X no	X military	___ other:

4. Owner of Property

name United States Navy

street & number

city, town Washington ___ vicinity of state DC

5. Location of Legal Description

courthouse, registry of deeds, etc. N/A

street & number

city, town state

6. Representation in Existing Surveys

title National Register Nomination Form has this property been determined eligible? X yes ___ no

date 1971 ___ federal X state ___ county ___ local

depository for survey records National Park Service, Interagency Resources Division

city, town Washington state DC 20013-7127

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	N/A original site
_X_ good	___ ruins	_X_ altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Missouri (BB-63) was built by the New York Naval Shipyard. She was laid down on January 6, 1941, and launched on January 29, 1944. USS Missouri was commissioned on June 11, 1944.

USS Missouri is one of four Iowa class battleships completed by the United States during World War II. The Iowa class battleships were built and designed without any of the treaty limitations that governed the previous North Carolina and South Dakota class of battleships. Iowa class battleships were the largest and fastest battleships completed by the United States during the war. Like previous fast battleships, Iowa class battleships were designed to provide air protection for the carriers and surface protection in the event of an attack by Japanese surface units.

Specific ship data concerning USS Missouri is:

Length Overall: 888 feet

Maximum Beam: 108 feet

Design Displacement: 45,000 tons

Full Load Displacement: 57,500 tons

Boilers: 8-Babcock & Wilcox Boilers

Turbines: 4 sets, General Electric

Fuel Oil Capacity: 7,620 tons

Maximum Speed: 33 knots

Armament: 9 16-inch/50 caliber guns; 20 5-inch 38 caliber guns; Various combinations of 40 mm and 20 mm antiaircraft guns

Crew: 2,700 wartime

USS Missouri is now in Long Beach, California undergoing reactivation by the United States Navy. USS Missouri retains little of her World War II integrity.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	X literature	___ sculpture
___ 1600–1699	___ architecture	___ education	X military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1944-1945 **Builder/Architect** New York Naval Shipyard

Statement of Significance (in one paragraph)

General Statement: The Role of the Battleship in World War II

The first modern battleship had its inception with the launching of HMS Dreadnought by Great Britain in 1906. HMS Dreadnought was the world's first all big-gun, fast, heavily armoured capital ship and her launching made all the major ships in all other navies obsolete. The design features of HMS Dreadnought were rapidly copied by other navies and by 1914 the modern big gun heavily armoured battleship dominated naval warfare.

Battleships fought their first and only decisive action of World War I in the Battle of Jutland in May 1916. Although the British fleet won the day and forced the Germans to retire to the safety of their ports, the German design and construction of battleships was shown to be superior. After the Battle of Jutland the Germans never again risked their battleships in open conflict with His Majesty's fleet but turned instead to unrestricted submarine warfare.

After the end of World War I the battleship continued to dominate naval strategy. In an effort to reduce the expenditures required to fund new battleships the United States, Britain, France, Japan and Italy agreed to a moritorium on new battleship construction in 1922 at the Washington Naval Conference. As a result of this agreement, new American battleships in construction were broken up and scrapped. No new battleships were built until 1936 when USS North Carolina was authorized by the Congress.

During these years the nature of naval power was changing as a result of the perfection of the airplane and the introduction of a new capital ship utilizing this new weapon--the aircraft carrier. Supporters of air power argued that the battleship as the principal capital ship of the navy was obsolete because of the long reach of naval aircraft. This view was strengthened early in World War II when the British carried out a carrier strike on the Italian battle fleet at Taranto on November 11, 1940. Subsequent Japanese carrier strikes on the American battle-fleet at Pearl Harbor and on the British ships HMS Prince of Wales and HMS Repulse confirmed the new order of naval strategy.

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cover for other ships and eventually bombarding the Japanese home islands in 1945. When the war in the Pacific ended on September 2, 1945, the surrender of the Japanese was signed on board the battleship USS Missouri anchored in Tokyo Harbor. Although replaced by the aircraft carrier as the principal capital ship of the navy, the battleship saw important and useful service during World War II and contributed to the eventual American victory.

Loss of Historic Integrity

USS Missouri was listed on the National Register of Historic Places in 1972 because she was the site of the signing of the instrument of Japanese surrender in World War II and because she was the last battleship completed by the United States.

In 1984 the United States Navy began the reactivation of USS Missouri. The ship was moved from her port in Bremerton, Washington, to Long Beach, California. The modernization of USS Missouri involves the complete alteration of the historic fabric of the ship. Details concerning this modernization can be found in Appendix A of this report. When USS Missouri emerges from this refit and joins the Navy as an active ship she will no longer be representative of a World War II Iowa class battleship. USS Missouri will be a modern navy ship designed in the 1980s and an active part of the fleet.

Due to the loss of historic integrity USS Missouri cannot be recommended for designation as a National Historic Landmark.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name N/A Quadrangle scale

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

BIBLIOGRAPHY

No Author, USS Missouri (BB-63) Reactivation and Modernization. No place of Publication: United States Navy, no date.

McMahon, William E. Dreadnought Battleships and Battle Cruisers. Washington, DC: University Press of America, 1978.

Pater, Alan F. United States Battleships--The History of America's Greatest Fighting Fleet. Beverly Hills, California: Monitor Book Company, 1968.

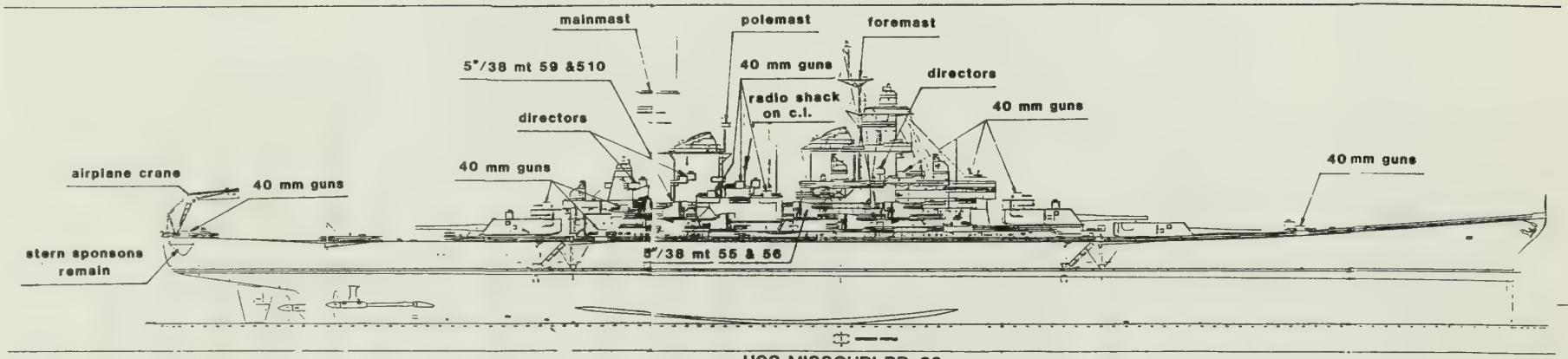
Stern, Rob. US Battleships in Action Part 2. Carrollton, Texas: Squadron/ Signal Publications, Inc. 1984.

Appendix A

U.S.S. MISSOURI (BB 63)

PRE-MODERNIZATION REMOVALS

1. Crude Oil in (143) Tanks
2. Aft Boat Crane and Support Equipments
3. (20) 40MM Guns and (20) Gun Directors
4. Pole Mast and Platform
5. Tri-Pod Mast on Aft Stack
6. (40) Freon Expansion Air Conditioning Units
7. (4) 5"/38 Gun Mounts
8. (80) CO-2 Boat/Liferaft Racks
9. Obsolete Galley Equipments
10. Obsolete Sanitary Facilities
11. Chain Bunks and Racks
12. AN/SPS-8 Radar Equipment
13. AN/SPS-6 Radar Equipment
14. (2) Gasoline Tanks AFT 1st Platform Deck
15. (2) Ship Speed Indicating Pit-Swords
16. Vent Duct and Air-Intakes Aft Main Deck
17. Chlorination Water System
18. 20MC Radar Control Ann. System
19. 21MC Capt. Command Ann. System
20. 22MC Elex. Control Ann. System
21. 24MC Flag Command Ann. System
22. L.P. Air Compressors



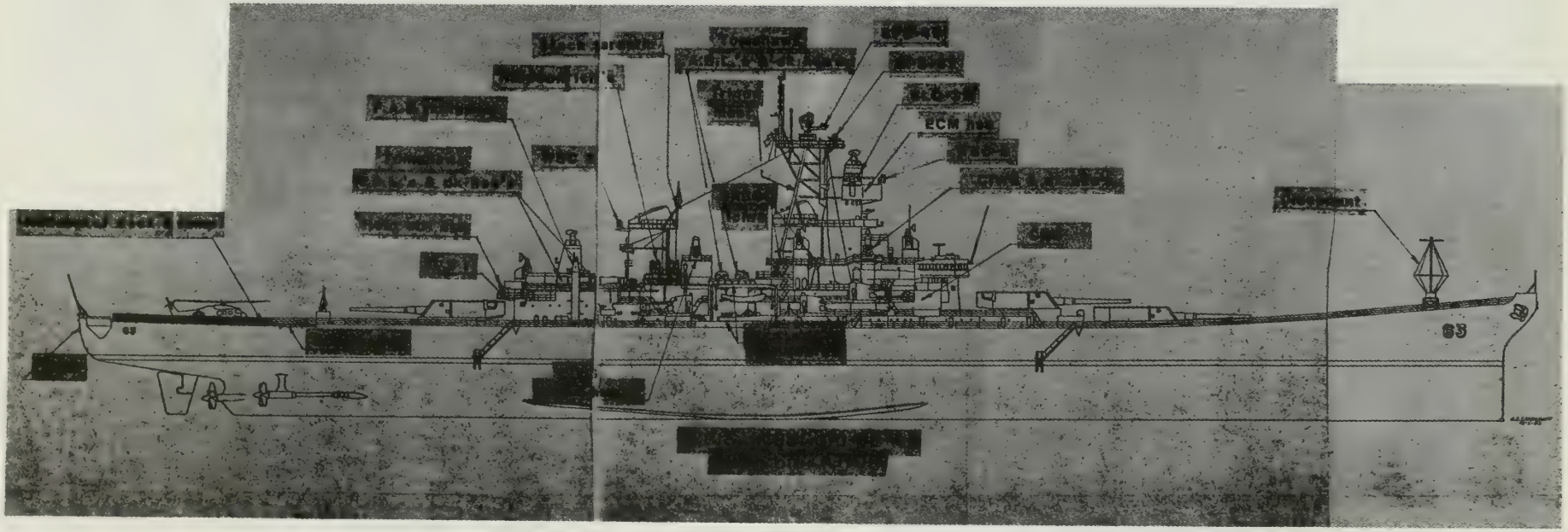
USS MISSOURI BB-63
REMOVALS

U.S.S. MISSOURI (BB 63)

	MAJOR MODERNIZATION FEATURES	(SWLIN)
1.	Conversion Fuel system to Navy Distillate	26190
2.	Provide modern Fire Fighting system AFFF, PKP, HALON	55591
3.	Replace Chlorination Water system with Bromine	53191
4.	Upgrade Damage Control, Repair and Unit Patrol Stations	67091,2,3
5.	Upgrade Work Shops, Tool and Equipment Issue	66591
6.	Upgrade and provide new Storerooms	67095,6,7
7.	Modernize crew Sanitary, Messing and Berthing facilities	51491
8.	Modernize Laundry, Dry cleaning facilities	65591,2
9.	Modernize Medical, Dental facilities	65291
10.	Install new Heat, Ventilation and Air Conditioning Systems.	51491
11.	Install new Training and Entertainment TV Systems	43491
12.	Install 400 Line Dial Telephone system	43291
13.	Install (3) 100KW frequency changes for 400HZ electrical power	31491
14.	Install (8) TOMAHAWK Cruise Missile Launcher Systems	72192
15.	Install (4) HARPOON Cruise Missile Launcher Systems	72192
16.	Install (4) Close in Weapon Systems (CIWS)	48191
17.	Install (8) Super Rapid Bloom Rocket Launchers (SRBOC)	47491
18.	Install AN/SLQ-32 Electronic Warfare System	47191
19.	Install AN/SLQ-25 NIXIE Decoy Systems	47391
20.	Install AN/SPS-49 Air Search Radar System	45291

21.	Install AN/SPS-67 Surface Search Radar System	45191
22.	Install AN/SFS-64 Navigation Radar System	45192
23.	Install MK 48 Shore Bombardment Computers	48192
24.	Install GG-26 Class Communication Suite	44191-8
25.	Install AN/WSN-5 Interial Navigation System	42791
26.	Install Helocopter Landing and Support Equipment	49291
27.	Provide for mounting of (4) 50 Caliber Machine Guns	72291
28.	Provide Boat Stowage and Handling Davits	58291

NOTE: The above are major improvements. There are a total of 179 SHIPALT Equivalent Items in the Modernization Specification



ARMAMENT OF THE USS MISSOURI (BB-63)

Nine 16"/50 caliber guns in three triple gun turrets.

Twenty 5"/38 caliber guns in ten twin mounts.

Eighty 40MM guns in twenty quadruple mounts.

A 16" projectile and propelling charge weigh approximately one and one-half tons.

A 5" projectile and propelling charge weigh approximately seventy pounds.

A 40MM projectile and propelling charge weigh approximately four pounds.

The various "igloos" and locked doors you see about the ship are designed to keep the relative humidity of the interior of the ship between 25 and 35 percent. This is accomplished by eight dehumidification machines circulating and drying the air through eight sealed zones. There are 32 humidity indicators spotted throughout the ship to constantly measure the relative humidity of the air; they automatically start and stop the machines to maintain a constant relative humidity. By keeping the humidity between 25-35 percent the deterioration and corrosion of vital machinery, electronic equipment and of the ship's interior hull is virtually eliminated. The exterior of the underwater hull is protected from electrolytic corrosion by means of carefully adjusted electric countercurrents, a process known as cathodic protection.

The personnel of this Command and the United States Navy hope you enjoyed your visit.

Commander
Puget Sound Naval Shipyard
Bremerton, Wa. 98314

NAVSHIPYDPUGET P5750(1)(8-83)

A SOUVENIR OF YOUR VISIT TO THE

USS MISSOURI

Welcome Aboard

USS MISSOURI

LAUNCHED	JANUARY 29, 1944
COMMISSIONED	JUNE 11, 1944
DECOMMISSIONED	FEBRUARY 26, 1955

INTERESTING FACTS ABOUT THE USS MISSOURI (BB-63)

●

The USS MISSOURI (BB-63) was built at the New York Naval Shipyard and was sponsored by Miss Margaret Truman. After a training period in the Atlantic Ocean, the MISSOURI transited the Panama Canal and arrived in the western Pacific Ocean in January of 1945. There she participated in operations against Iwo Jima, Okinawa and the Japanese mainland as a part of the fast carrier task forces. After World War II the MISSOURI operated in the Atlantic and Mediterranean waters. With the outbreak of the Korean war she again returned to action in the Pacific as part of the United Nations forces in Korea. In more than a decade of active duty the MISSOURI steamed over a half million miles.

Some statistical features:

888 feet in overall length.

108 feet beam.

Standard displacement 45,000 tons.

Each bow anchor weighs 30,000 pounds.

War complement 2700 personnel.

Four 53,000 horsepower main engines.

Eight 1250 KW turbo electric generators.

418,000 square feet of deck space.

300 miles of electric cables and 90 miles of piping.

Most of the facilities that would be found in a small city.

SOUVENIR COPY OF INSTRUMENT OF SURRENDER PLAQUE LOCATED ON SURRENDER DECK, USS MISSOURI

USS MISSOURI (BB-63)

The instrument of surrender terminating the Second World War was signed on this ship, 2 September 1945, while she lay at anchor in Tokyo Bay.

The Allied Representatives Were

General of the Army Douglas MacArthur .....
..... The Supreme Commander for the Allied Powers
Fleet Admiral Chester W. Nimitz .....United States of America
General Hsu Yung-Chang .....Republic of China
Admiral Sir Bruce A. Fraser .....
.....United Kingdom of Great Britain and Northern Ireland
Lieutenant General Kuzma Nikolaevich Derevyenko.....
..... Union of Soviet Socialist Republics
General Sir Thomas Blamey .....Commonwealth of Australia
Colonel L. Moore Cosgrave .....Canada
General Jacques Le Clerc .....Republic of France
Air Vice Marshal Leonard M. Isitt .....Dominion of New Zealand
Admiral C. E. L. Helfrich.....Kingdom of The Netherlands
With Their Staff and Observing Flag and General Officers

The Japanese Representative Were

Mamoru Shigemitsu .....Japanese Foreign Minister
General Yoshijiro Umezu...Chief of Staff, Japanese Army Headquarters
With Nine Staff and Observing Officers

At 0904, the Japanese representatives signed the instrument of their country's surrender. At 0908, General of the Army Douglas MacArthur, the Supreme Commander for the Allied Powers, signed for all the nations joined in the war against Japan. He was accompanied by Lieutenant General Jonathan M. Wainwright, the Commanding General at the fall of Corregidor in 1942, and by Lieutenant General Arthur Percival, the Commanding General at the fall of Singapore in the same year.

At 0912, Fleet Admiral Chester W. Nimitz signed for the United States. He was accompanied by Admiral William F. Halsey, Commander of the United States Third Fleet, and by Rear Admiral Forrest P. Sherman, Deputy Chief of Staff to Admiral Nimitz. Representative of the other Allied Nations then signed. This completed the Ceremony of Surrender.

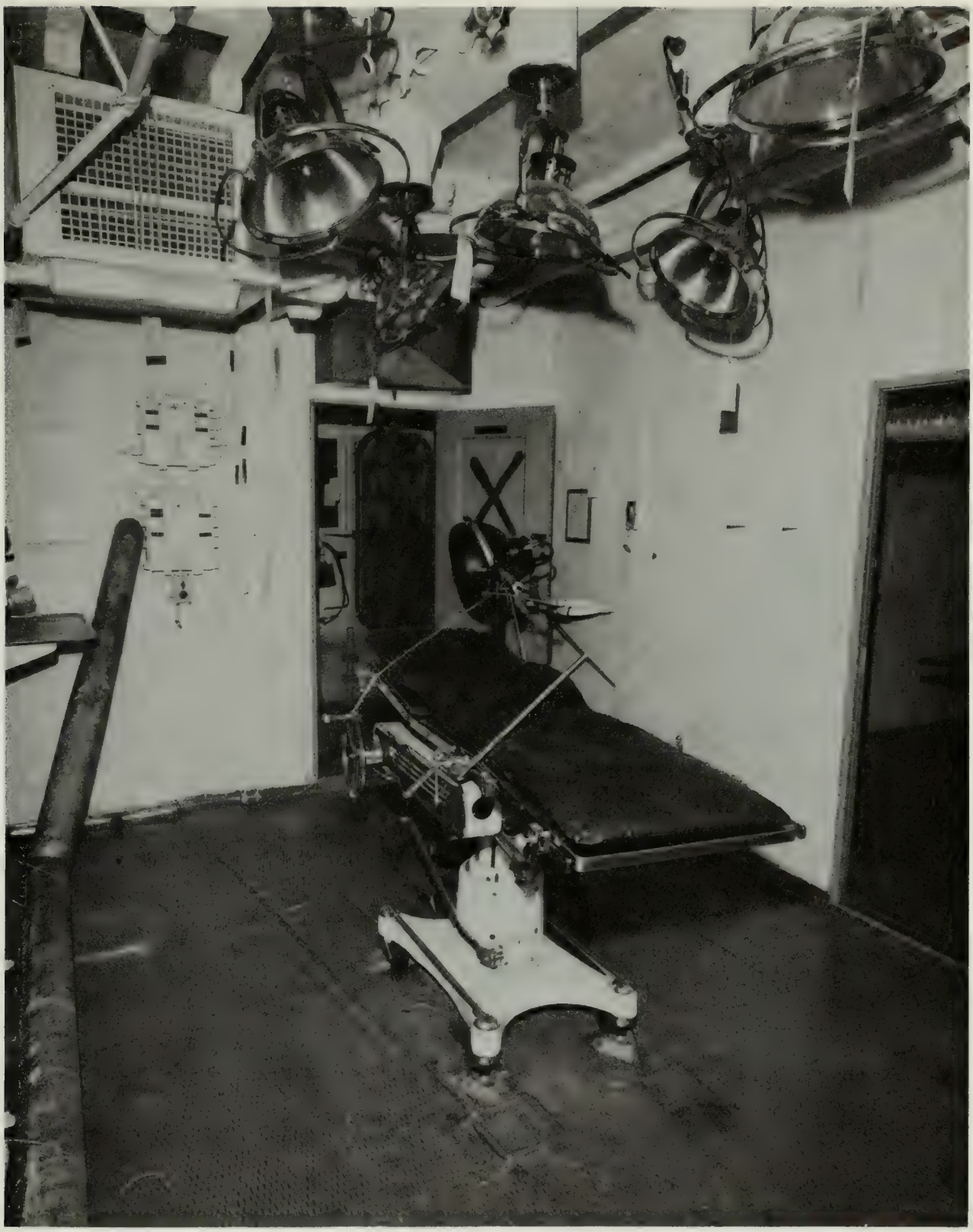
1. USS Missouri
2. Long Beach, California
3. US Navy
4. 1945
5. National Archives 80-G-348366
6. General MacArthur signing Japanese surrender on deck of USS Missouri in Tokyo Bay
7. Photo #1

1. USS Missouri
2. Long Beach, California
3. US Navy
4. 1984
5. Long Beach Naval Shipyard
6. Surrender Deck
7. Photo #2

1. USS Missouri
2. Long Beach, California
3. US Navy
4. Date unknown-Before 1984
5. Long Beach Naval Shipyard
6. Communications Room
7. Photo #3

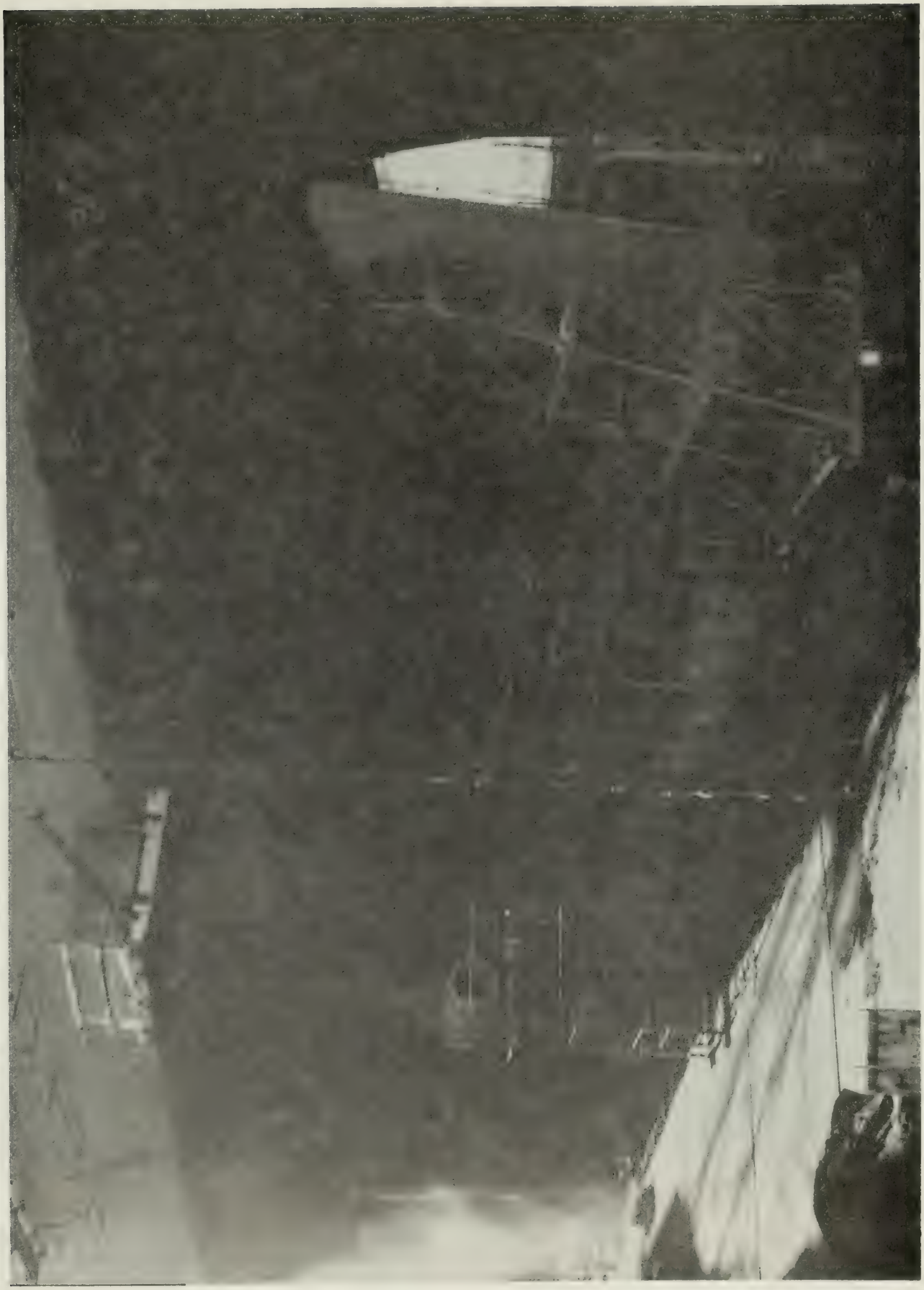
1. USS Missouri
2. Long Beach, California
3. US Navy
4. Date unknown-Before 1984
5. Long Beach Naval Shipyard
6. Dentist office
7. Photo #4

1. USS Missouri
2. Long Beach, California
3. US Navy
4. Date unknown-Before 1984
5. Long Beach Naval Shipyard
6. Operating Room
7. Photo # 5

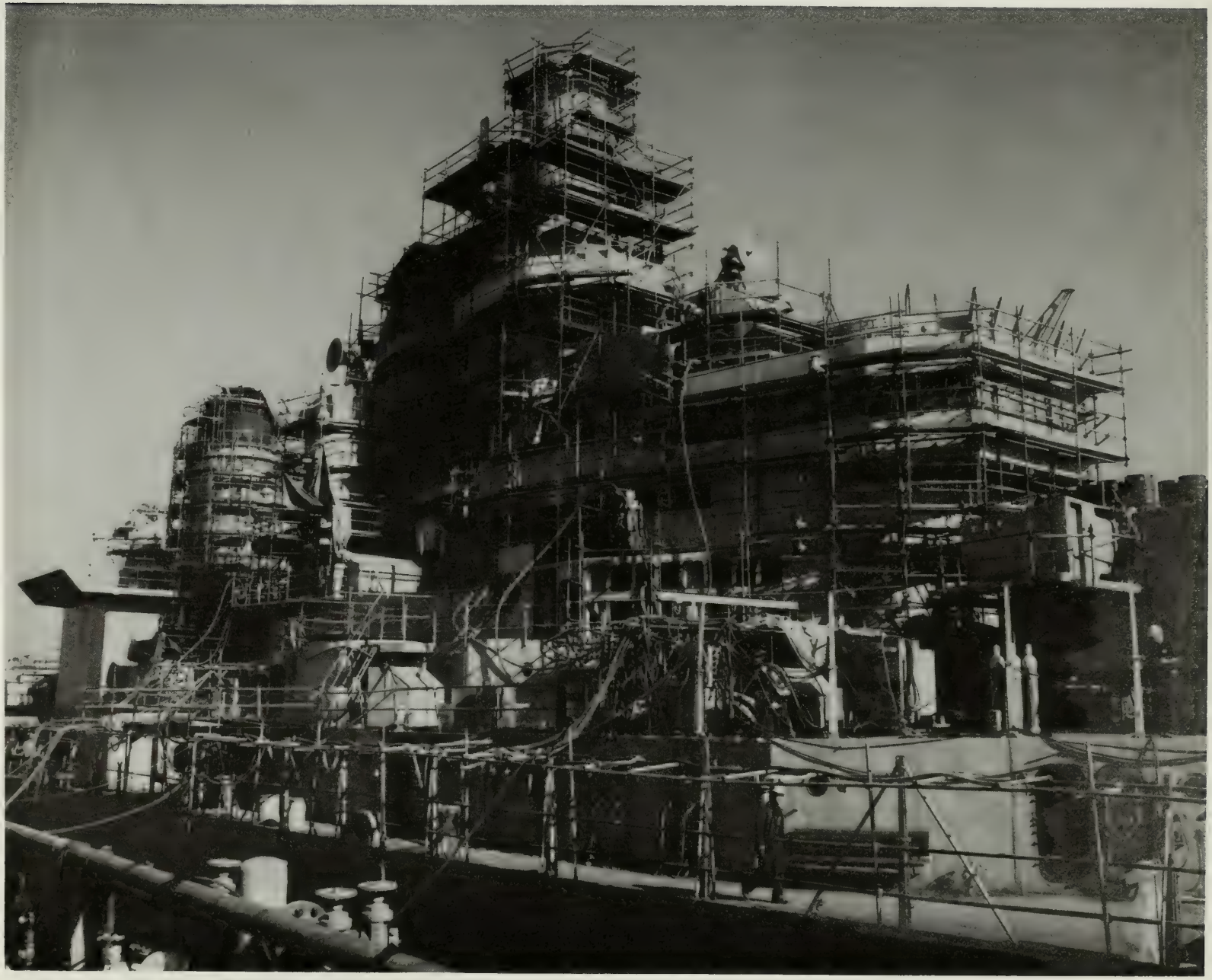


1. USS Missouri
2. Long Beach, California
3. US Navy
4. 1984
5. Long Beach Naval Shipyard
6. Forward Starbord side of USS Missouri
7. Photo #6

1. USS Missouri
2. Long Beach, California
3. US Navy
4. 1984
5. Long Beach Naval Shipyard
6. USS Missouri viewed aft in drydock with shafts removed
7. Photo #7



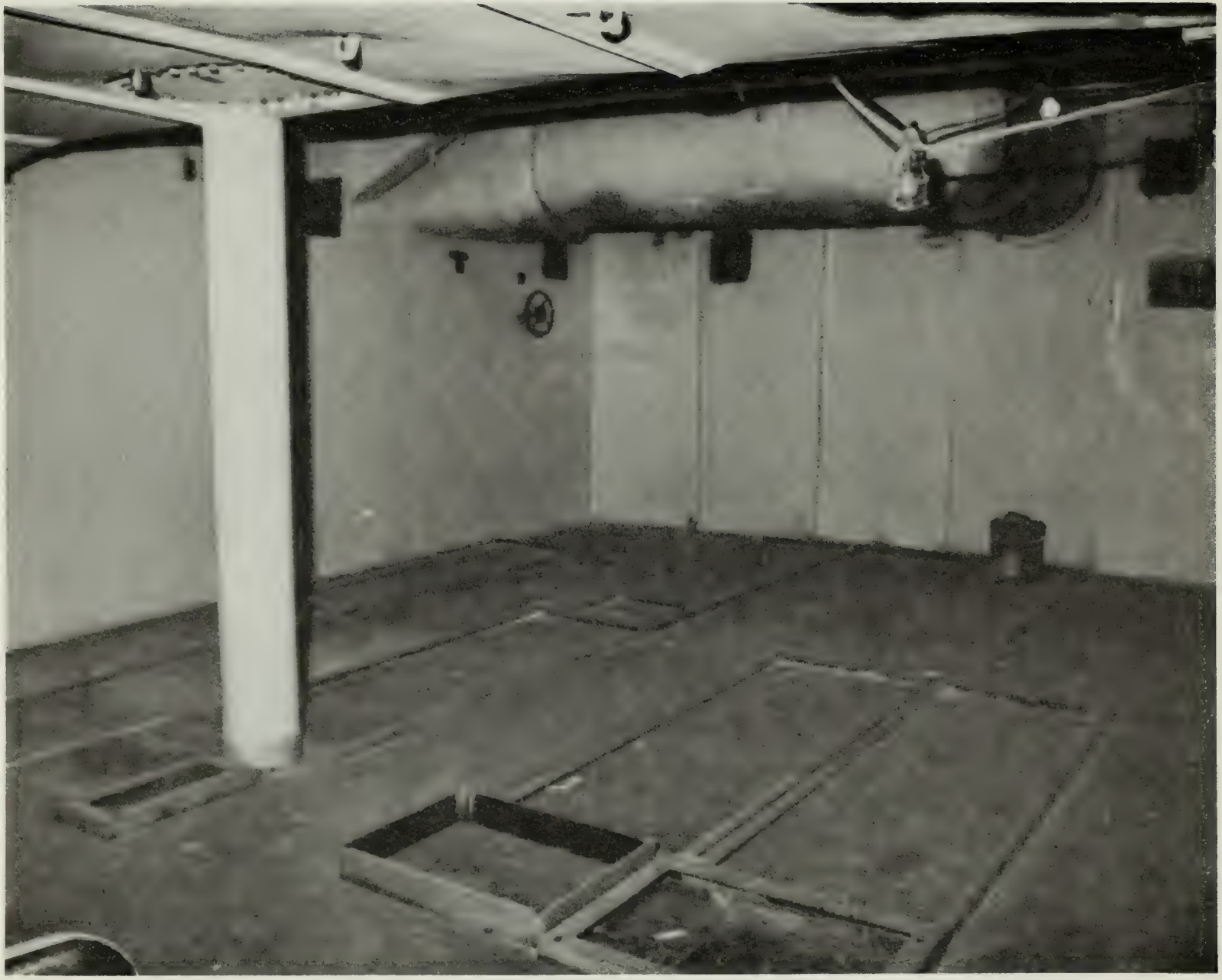
1. USS Missouri
2. Long Beach, California
3. US Navy
4. 1984
5. Long Beach Naval Shipyard
6. USS Missouri midship starboard side
7. Photo #8



1. USS Missouri
2. Long Beach, California
3. US Navy
4. 1984
5. Long Beach Naval Shipyard
6. Crews Mess
7. Photo #9

1. USS Missouri
2. Long Beach, California
3. US Navy
4. 1984
5. Long Beach Naval Shipyard
6. Crews Galley
7. Photo #10

1. USS Missouri
2. Long Beach, California
3. US Navy
4. 1984
5. Long Beach Naval Shipyard
6. Crews living space
7. Photo #11



1. USS Missouri
2. Long Beach, California
3. US Navy
4. 1984
5. Long Beach Naval Shipyard
6. Bridge
7. Photo #12

Cruisers

Des Moines class

7. USS Des Moines (Philadelphia, Pennsylvania)

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Des Moines (CA-134)

and/or common

2. Location

street & number Philadelphia Naval Yard ___ not for publication

city, town Philadelphia ___ vicinity of

state Pennsylvania code 42 county Philadelphia code 101

3. Classification

Category	Ownership	Status	Present Use	
___ district	X public	___ occupied	___ agriculture	___ museum
___ building(s)	___ private	X unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	X military	___ other:

4. Owner of Property

name Department of the Navy

street & number

city, town Washington ___ vicinity of state DC

5. Location of Legal Description

courthouse, registry of deeds, etc. N/A

street & number

city, town state

6. Representation in Existing Surveys

title None has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	N/A original site
_X_ good	___ ruins	___ altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Des Moines (CA-134) is the first of four Des Moines class heavy cruisers laid down by the United States late in World War II. She was built by the Bethlehem Steel Company in Quincy, Massachusetts. Her keel was laid on May 28, 1945, and she was launched on September 27, 1946. USS Des Moines was commissioned on November 17, 1948.

The design of the Des Moines class was influenced by the need to build a heavy cruiser with rapid firing 8" guns that could engage and successfully sink Japanese cruisers. In repeated actions, during the early part of the war, American cruisers had found it almost impossible to hit fast Japanese ships in night actions. The navy designed USS Des Moines to solve this problem by providing her with rapid firing 8" guns that would easily outrange Japanese cruisers that mounted 6" rapid fire guns. The Des Moines class was also provided with extensive batteries of antiaircraft guns to provide protection for Essex class aircraft carriers then roaming the Pacific. Des Moines class cruisers were the last class of heavy cruisers designed by the United States during World War II and represent the culmination of wartime cruiser design.

Specific ship data concerning USS Des Moines is:

Length Overall:	717 feet
Beam:	75 feet
Design Displacement:	17,255 tons
Full Load Displacement:	20,934 tons
Boilers:	4-Babcock & Wilcox
Turbines:	4-shaft General Electric
Fuel Oil Capacity:	3006 tons
Maximum Speed:	33 knots
Armament:	9-8 inch/55 caliber guns (3 X 3), 12-5 inch/38 caliber guns (6 X 2), 24-3 inch/50 caliber guns (12 X 2), Various combinations of antiaircraft guns.
Crew:	1,799

USS Des Moines is in good condition and retains her World War II design integrity. USS Des Moines was placed out of commission in 1961 and is now in reserve at the Philadelphia Naval Yard.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	___ architecture	___ education	X military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation	
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates 1948-1961 **Builder/Architect** Bethlehem Steel Company

Statement of Significance (in one paragraph)

During World War II American cruisers were designed for two general purposes: fleet support in combination with destroyers, both for defense against hostile destroyers and for torpedo attack on an enemy battle line; and in a combination of independent operations including cruising in hostile waters, raiding, and protecting the long lines of communications across the Pacific.[1]

By early 1942 American cruisers screened the first fast carrier raids against Japanese held islands in the Pacific. The cruisers Houston, Marblehead, and Boise fought with the American-British-Dutch-Australian (ABDA) command under Dutch Admiral Karel Doorman in a vain attempt to stop the victorious Japanese advance into the Java Sea in February 1942. In the Battle of Savo Island in August 1942 three American cruisers Astoria, Quincy, and Vincennes as well as the Australian cruiser Canberra were lost in a Japanese night attack.

By 1942 the cruiser had become the principal surface combat ship in the Pacific. In addition to screening the fast carrier attack forces, cruisers carried out gunnery raids on enemy held shores, provided fire support for amphibious operations, and were given many assignments in support of general fleet operations. From her original role as a scout and surface raider, the cruiser became an essential component of task force operations in the Pacific.[2] During the war the United States completed large numbers of cruisers to meet the demands of fleet operations in the Pacific. These ships continued to bear the brunt of the action in the Pacific until the end of the war. The last major combat ship lost by the United States in World War II was the cruiser USS Indianapolis, sunk by a Japanese submarine on July 29, 1945.

USS Des Moines represents American cruisers that fought against Japan in World War II for the following reasons:

1. USS Des Moines represents the culmination of wartime United States cruiser design. Des Moines class cruisers incorporated all the design knowledge gained from repeated actions fought against the Japanese during the war. Des Moines class cruisers were fast ships mounting rapid firing 8" guns that were ideally suited for the war against Japan. USS Des Moines, is the class leader for this new generation of cruisers. USS Des Moines also represents the last generation of big gun warship designed by the United States prior to the advent of the guided missile for shipborne operations. USS Des Moines is the largest non-missile cruiser afloat today.

2. Although USS Des Moines was not commissioned until after the end of World War II she was designed during the war to meet the requirements of fleet operations against the Japanese in the Pacific. Her equipment and design philosophy date from the war and as such she represents the many classes of American cruisers that fought in the Pacific. No American cruiser that fought in World War II has survived unaltered. USS Chicago, a Baltimore class cruiser, and USS Oklahoma City, a Cleveland class cruiser, were launched late in the war and still survive, but have been completely altered into guided missile cruisers and no longer retain their World War II integrity.

3. USS Des Moines is in good condition and retains her World War II design integrity. USS Des Moines is in the best condition of the three extant Des Moines class cruisers now in the Philadelphia Naval Yard.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Philadelphia Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	18	484700	4411600
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	Harry A. Butowsky		
organization	National Park Service	date	May 1985
street & number	Division of History	telephone	(202) 343-8168
city or town	Washington	state	DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

FOOTNOTES

1. Roger Chesnau., Conway's All the World's Fighting Ships 1922-1946 (New York: Mayflower Books, 1980), p. 112.

2. Dictionary of American Naval Fighting Ships Vol. 1V (Washington, DC: Naval History Division, 1969). p. 647.

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Chesnau, Roger ed. Conway's All the Worlds Fighting Ships 1922-1946. New York: Mayflower Books, 1980.

Dictionary of American Naval Fighting Ships Vol. 1V. Washington, DC: Naval History Division, 1969.

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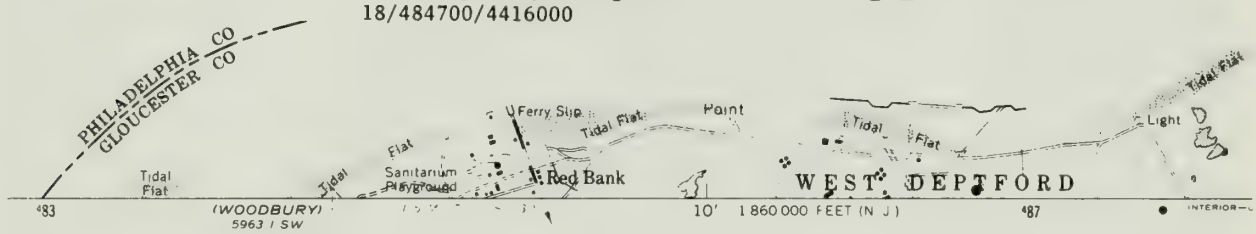
Preston, Anthony. Cruisers--An Illustrated History 1880-1980. Englewood Cliffs, New Jersey: Prentice Hall, 1980.

USS Des Moines
Philadelphia Quadrangle
18/484700/4416000

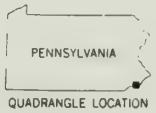


SCALE 1:24 000

1 MILE
0 1000 2000 3000 4000 5000 6000 7000 FEET
1 5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL
PTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 5.8 FEET

Heavy-duty
Medium-duty
Interstate R



QUADRANGLE LOCATION

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled by the Geological Survey from aerial photographs taken 1973. This information not field checked

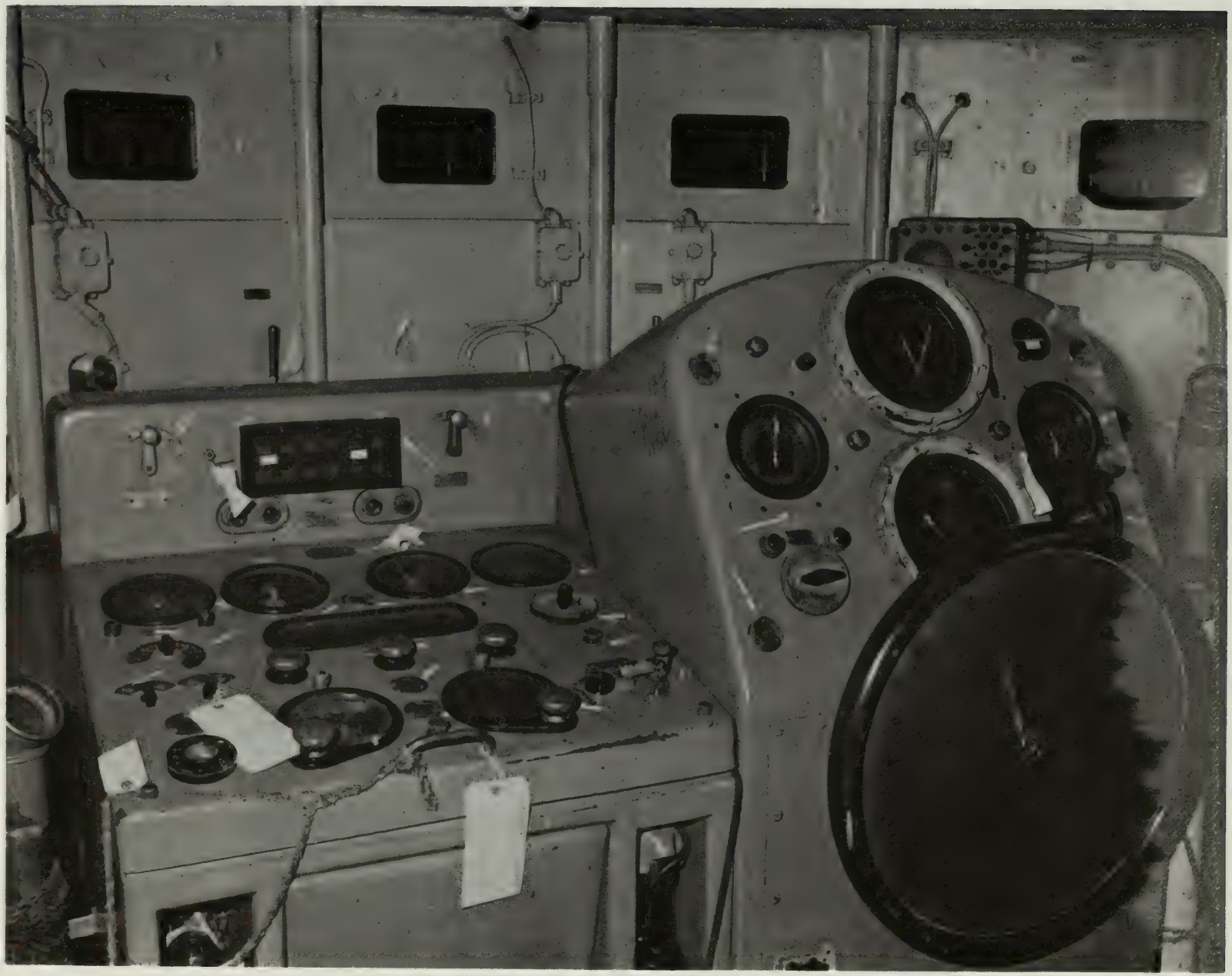
1. USS Des Moines
2. Philadelphia, Pa.
3. Unknown
4. 1985
5. Philadelphia Naval Base
6. Exterior view of USS Des Moines
7. Photo # 1

134

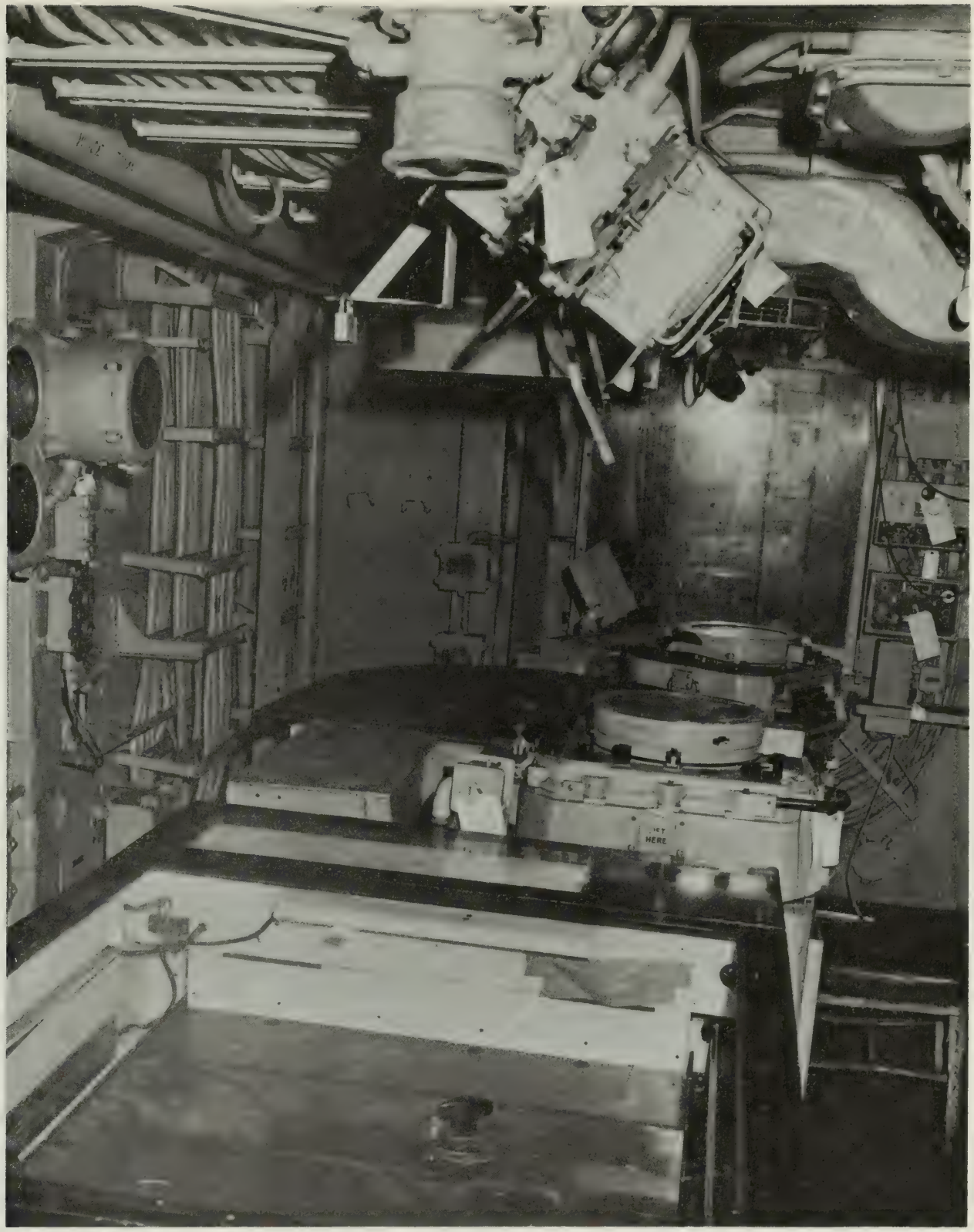
1. USS Des Moines
2. Philadelphia, Pa.
3. Unknown
4. 1985
5. Philadelphia Naval Base
6. Exterior view of USS Des Moines
7. Photo #2

134

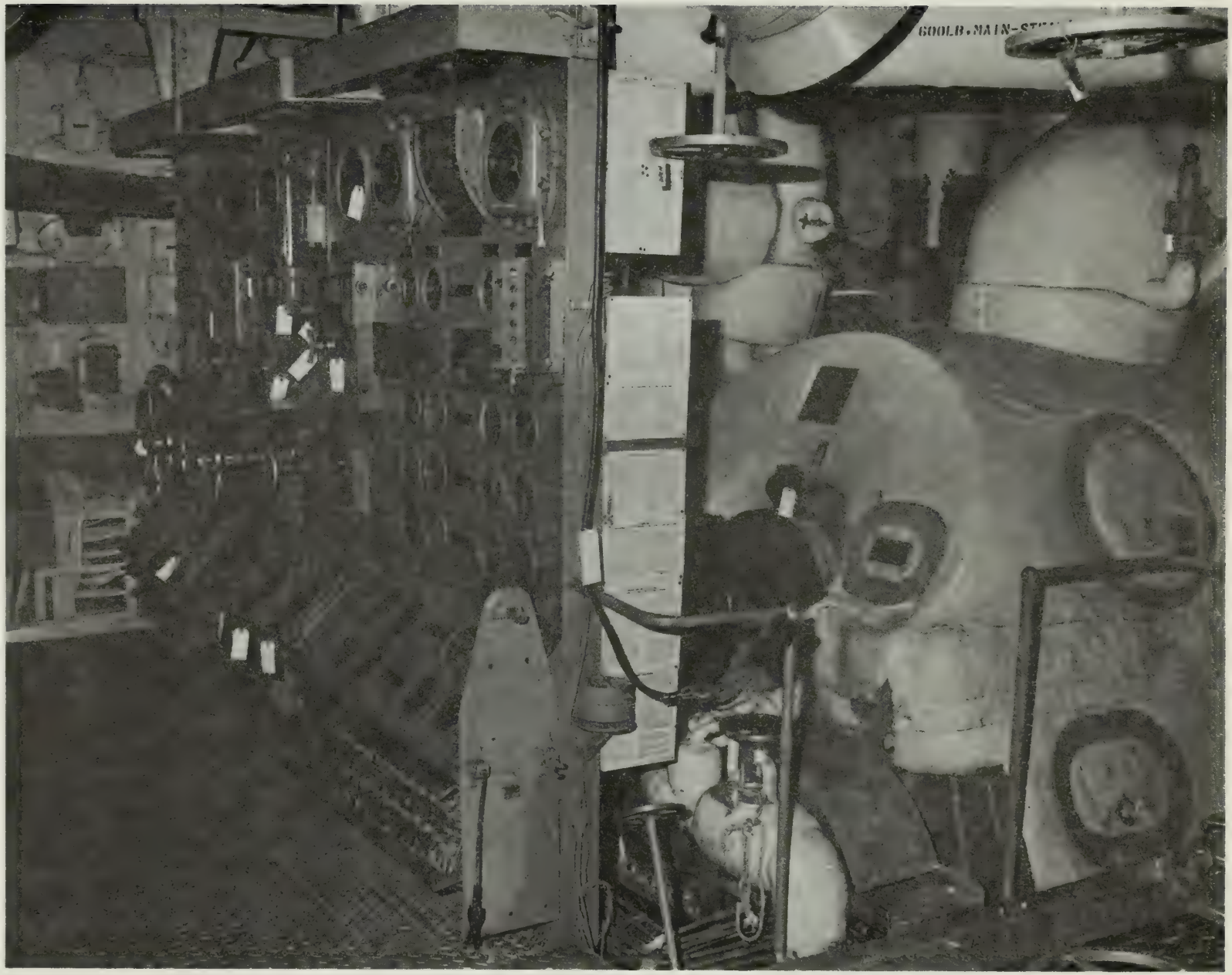
1. USS Des Moines
2. Philadelphia, Pa.
3. Unknown
4. 1985
5. Philadelphia Naval Base
6. Pilot House
7. Photo #3



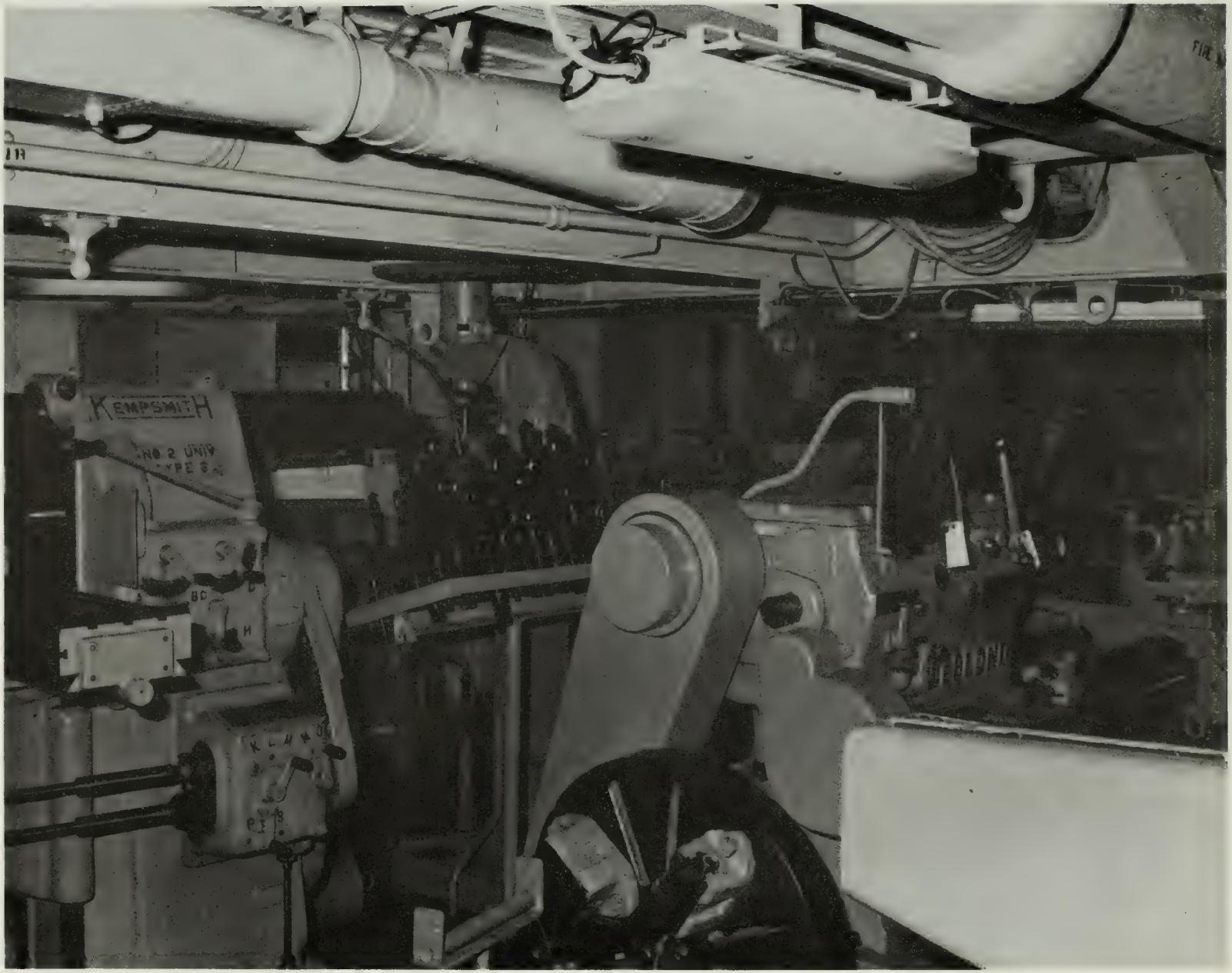
1. USS Des Moines
2. Philadelphia, Pa.
3. Unknown
4. 1985
5. Philadelphia Naval Base
6. Commanding Officer's Tactical Plot
7. Photo #4



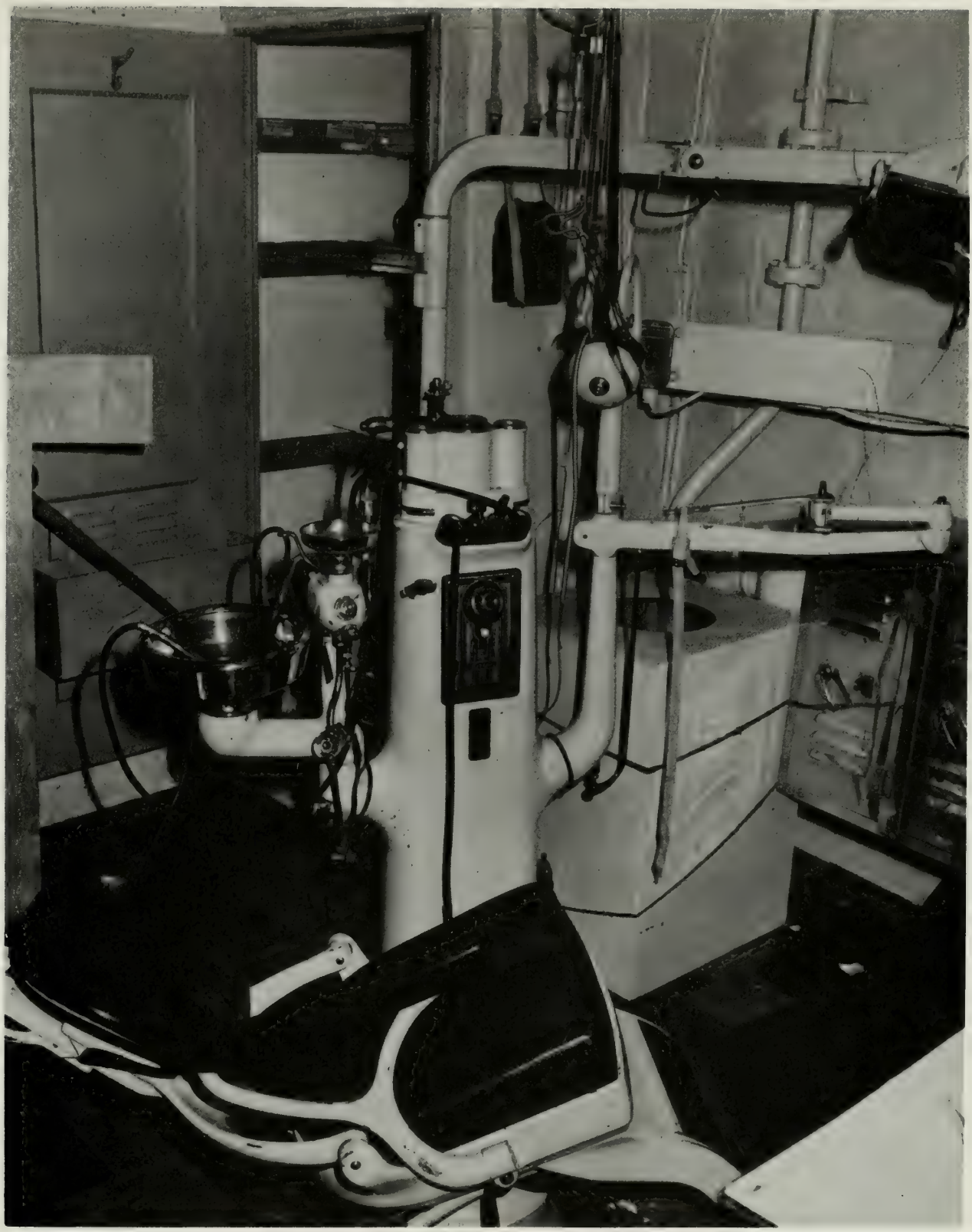
1. USS Des Moines
2. Philadelphia, Pa.
3. Unknown
4. 1985
5. Philadelphia Naval Base
6. #1 Machinery Room, Main Control
7. Photo #5


600LB.MAIN-ST

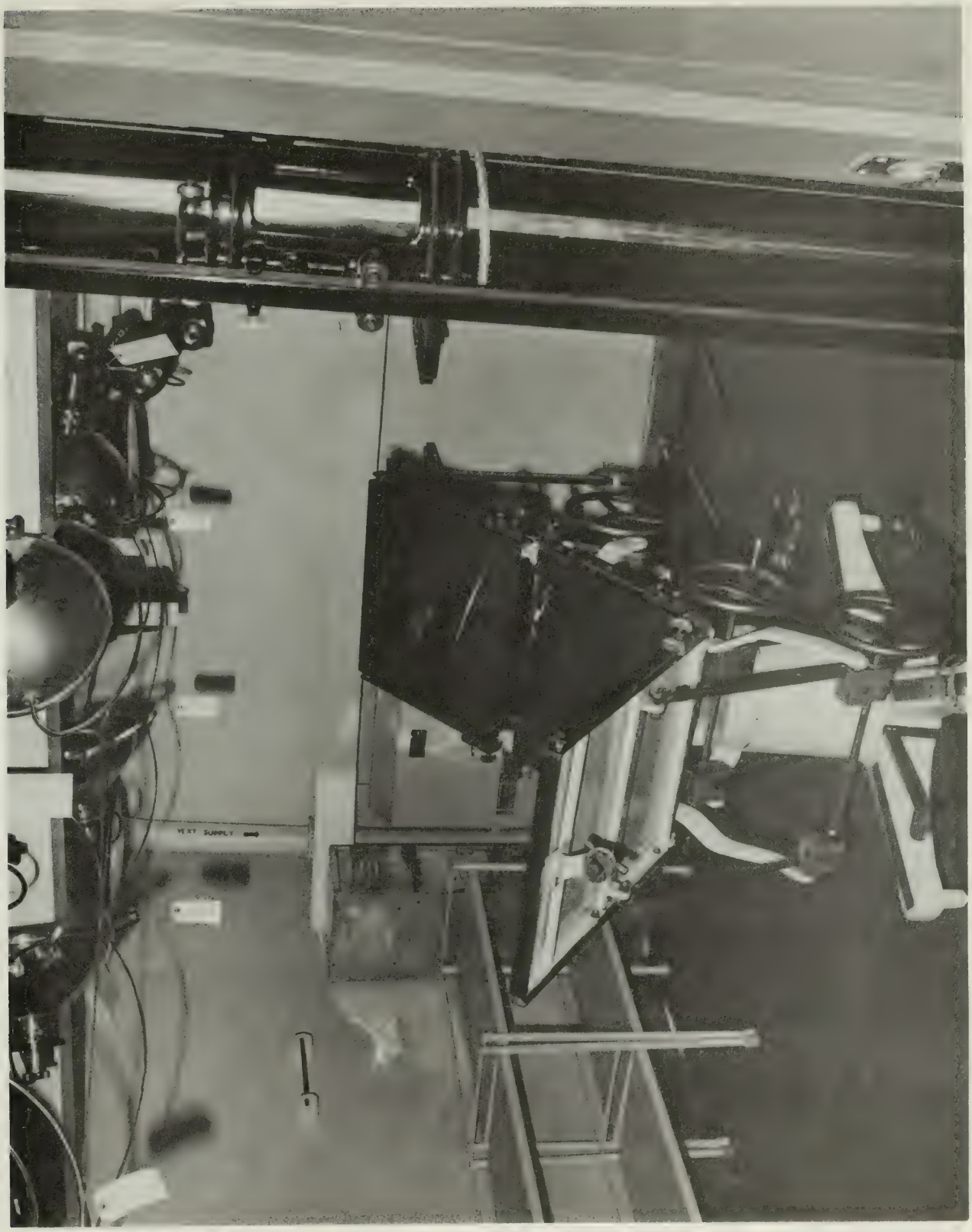
1. USS Des Moines
2. Philadelphia, Pa.
3. Unknown
4. 1985
5. Philadelphia Naval Base
6. Workshop
7. Photo #6


KEMPSMITH

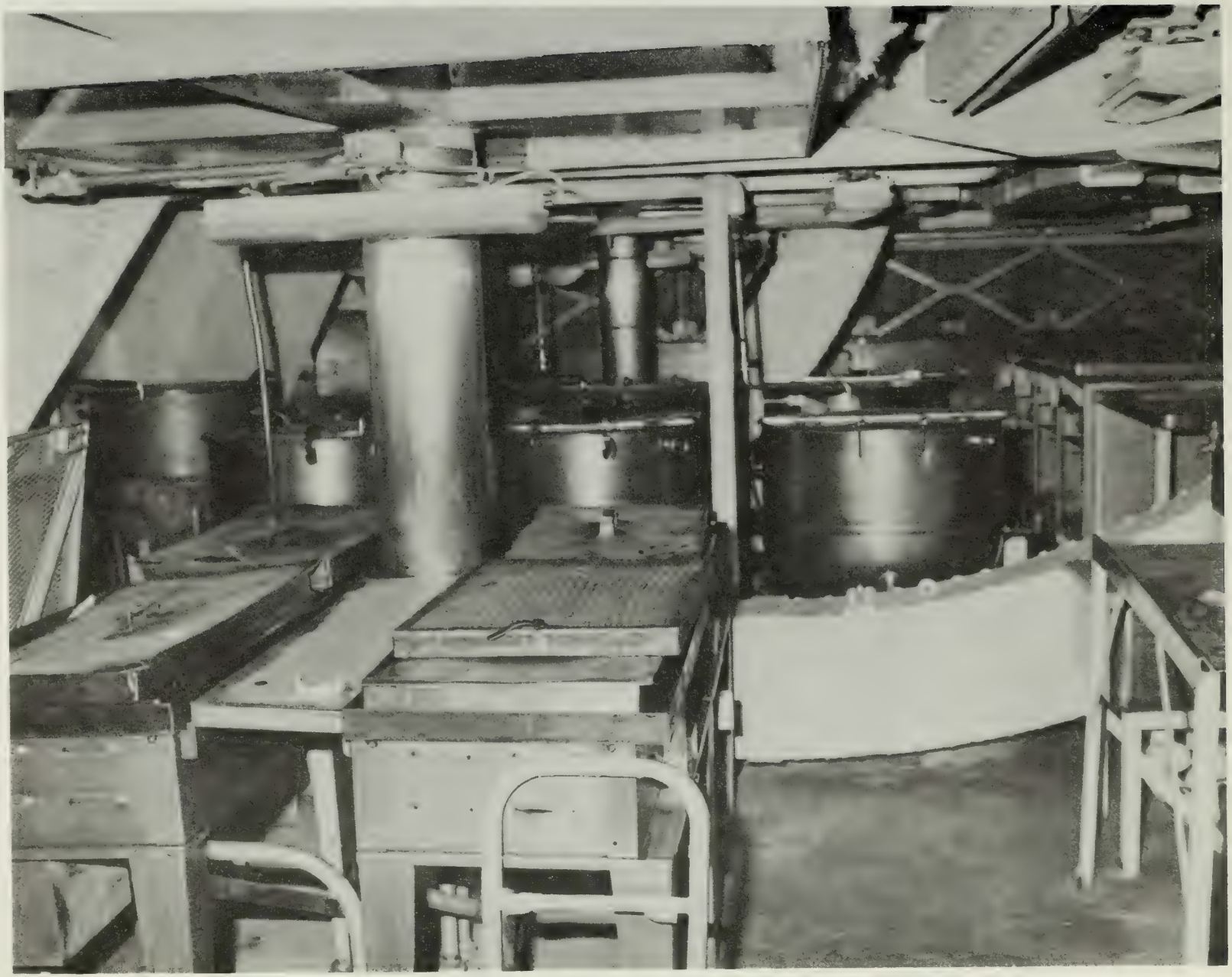
1. USS Des Moines
2. Philadelphia, Pa.
3. Unknown
4. 1985
5. Philadelphia Naval Base
6. Dental Office
7. Photo #7



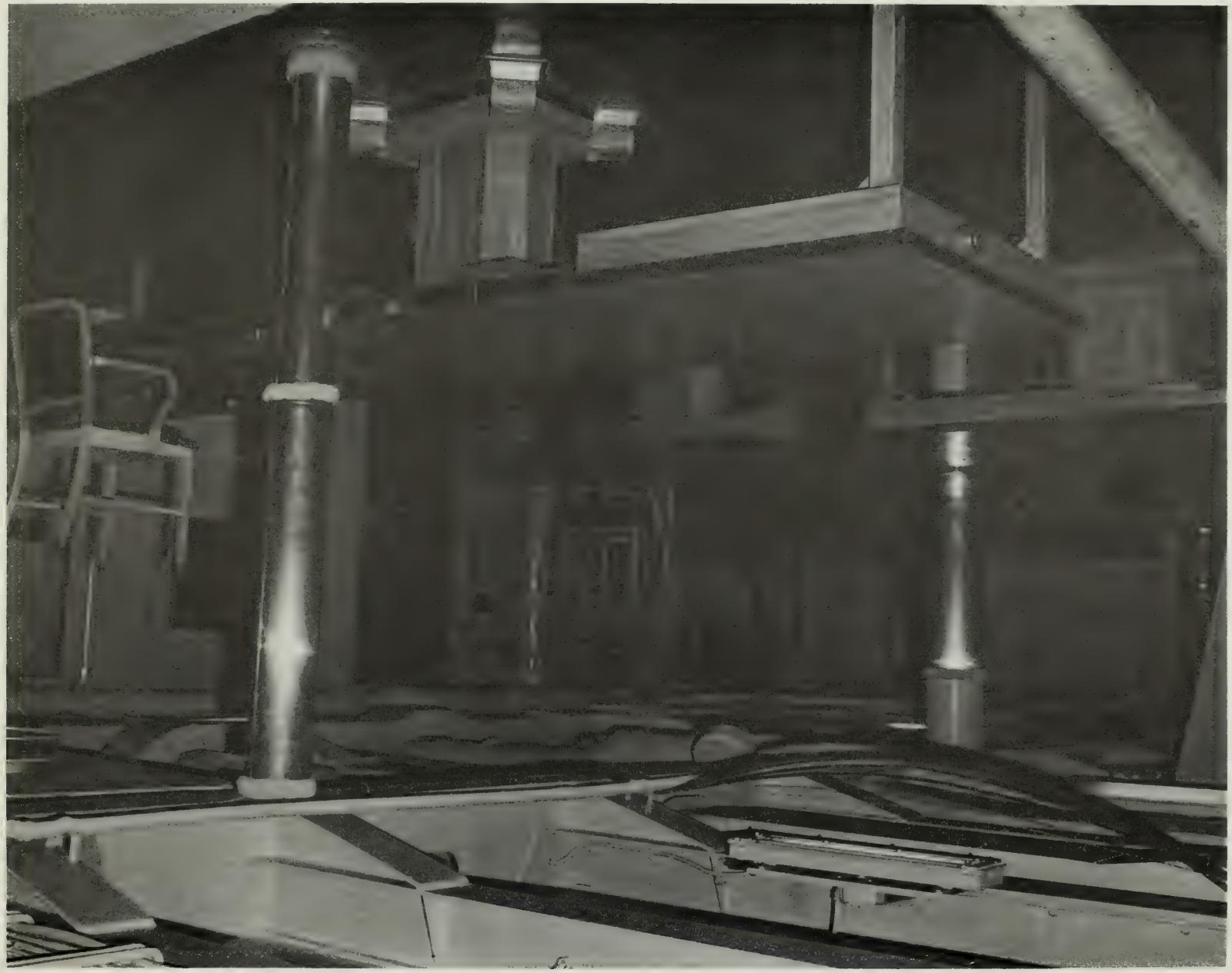
1. USS Des Moines
2. Philadelphia, Pa.
3. Unknown
4. 1985
5. Philadelphia Naval Base
6. Operation Room
7. Photo #8



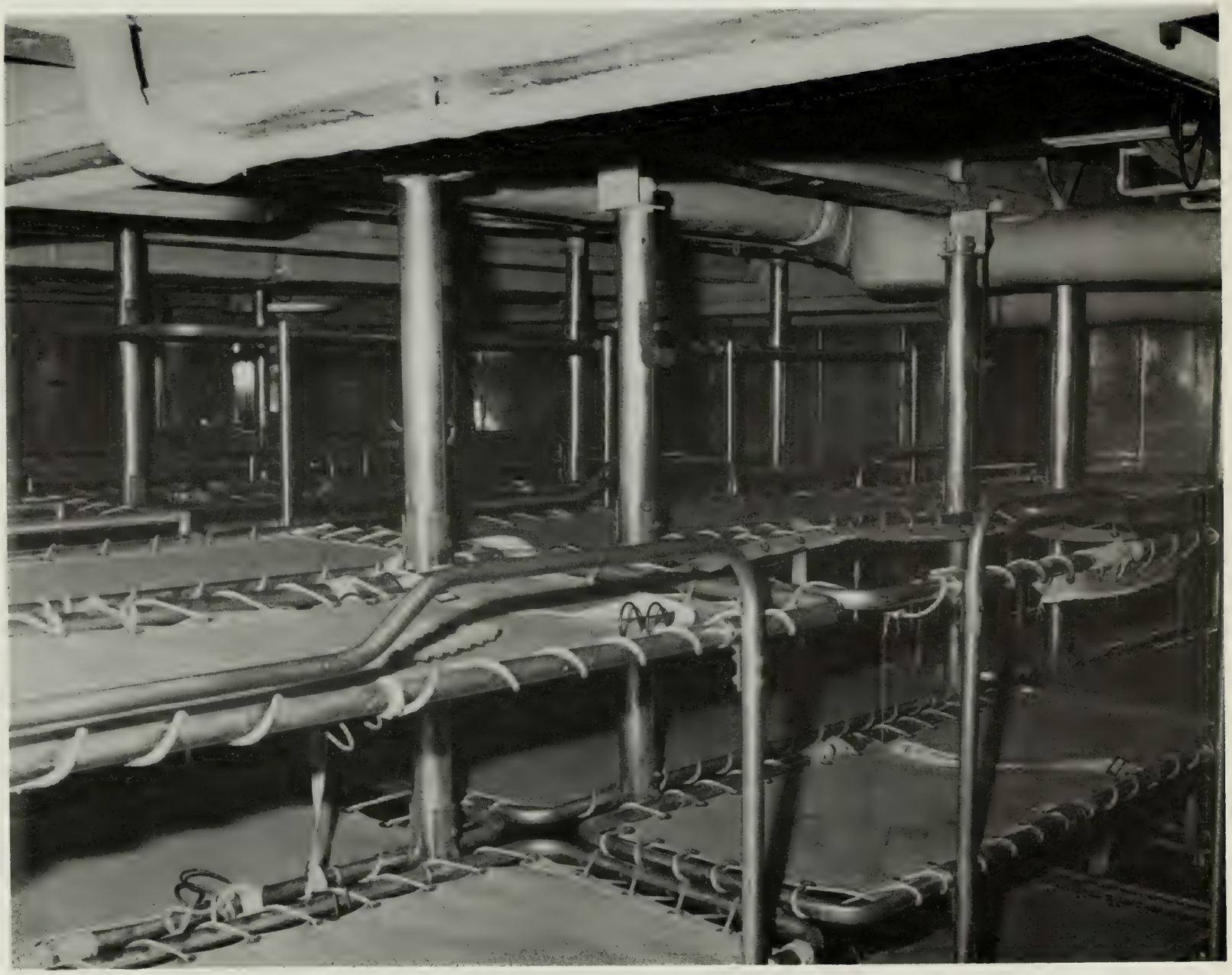
1. USS Des Moines
2. Philadelphia, Pa.
3. Unknown
4. 1985
5. Philadelphia Naval Base
6. Crew's Galley
7. Photo #9



1. USS Des Moines
2. Philadelphia, Pa.
3. Unknown
4. 1985
5. Philadelphia Naval Base
6. Wardroom Mess
7. Photo #10



1. USS Des Moines
2. Philadelphia, Pa.
3. Unknown
4. 1985
5. Philadelphia Naval Base
6. Crew Berthing Room
7. Photo #11



1. USS Des Moines
2. Philadelphia, Pa.
3. Unknown
4. 1985
5. Philadelphia Naval Base
6. Ships Store
7. Photo #12

U.S.S. DES MOINES
CA134
Ships Store

Destroyers

Fletcher class

8. USS Kidd (Baton Rouge, Louisiana)
9. USS Cassin Young (Boston, Massachusetts)
10. USS The Sullivans (Buffalo, New York)

Allen M. Sumner class

11. USS Laffey (Charleston, South Carolina)

Gearing class

12. USS Joseph P. Kennedy, Jr. (Fall River, Massachusetts)

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Kidd (DD-661)

and or common

2. Location

street & number Adjacent to Mississippi River levee near Old State Capitol and at the turning corner of Government Street and River Road ___ not for publication

city, town Baton Rouge ~~N/A~~ vicinity of

state Louisiana code 22 county East Baton Rouge code 033

3. Classification

Category	Ownership	Status	Present Use	
___ district	_X_ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_X_ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name State of Louisiana, Louisiana Naval War Memorial Commission
Commander Vernon W. Condon, Executive Director

street & number P.O. Box 44242

city, town Baton Rouge ___ vicinity of state Louisiana 70804

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20362

6. Representation in Existing Surveys

title National Register Nomination Form has this property been determined eligible? _X_ yes ___ no

date 1983 ___ federal _X_ state ___ county ___ local

depository for survey records National Park Service, Interagency Resources Division

city, town Washington state DC 20013-7127

7. Description

Condition		Check one	Check one
_X_ excellent	___ deteriorated	X unaltered	N/A original site
___ good	___ ruins	___ altered	___ moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Kidd (DD-661) is a World War II Fletcher class destroyer. She was built by the Federal Shipbuilding and Drydock Company, Kearny, New Jersey. She was launched February 28, 1943, and was commissioned April 23, 1943.

As the United States in World War II built more Fletcher class destroyers than any other, this class is particularly significant and played a major role in our nation's victory at sea. This class was the first to break with design practices that had developed as a result of the London Treaty of 1930. Fletcher class destroyers were flush deckers with two funnels and five 5-inch guns. They were larger in size than any previous class of destroyers and when fully loaded carried the fuel, ammunition, and stores needed for extensive sea duty in the Pacific. Their large size enabled them to carry their 5-inch guns in enclosed mounts, 10 torpedo tubes in two quintuple banks, depth charges, and large batteries of antiaircraft guns.

Specific ship data concerning USS Kidd is:

Length Overall: 376 feet

Beam: 40 feet

Design Displacement: 2,325 tons

Full Load Displacement: 2,924 tons

Boilers: 4-Babcock & Wilcox

Turbines: 2-shaft General Electric

Fuel Oil capacity: 492 tons

Maximum Speed: 35 knots

Armament: Five 5-inch/35 caliber guns, 10 torpedo tubes, depth charges, and various combinations of antiaircraft guns.

Crew: 273 wartime

USS Kidd is the only surviving Fletcher class destroyer not modernized by the U.S. Navy. Before the end of the war, one bank of five torpedo tubes was removed and additional 40mm antiaircraft guns were added. USS Kidd is in excellent condition and retains her World War II integrity.

8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400–1499	archeology-historic	conservation	law	science	
1500–1599	agriculture	economics	literature	sculpture	
1600–1699	architecture	education	X military	social/	
1700–1799	art	engineering	music	humanitarian	
1800–1899	commerce	exploration settlement	philosophy	theater	
X 1900–	communications	industry	politics government	transportation	
		invention		other (specify)	

Specific dates 1943-1945 **Builder Architect** Federal Shipbuilding and Drydock Co.

Statement of Significance (in one paragraph)

General Statement: The role of the Destroyer in World War II

The destroyer had its origin in the late 19th century with the development of the first self-propelled torpedo. Navies quickly developed small fast torpedo boats designed to attack and sink larger battleships and cruisers. As a counter against torpedo boats, navies built a slightly larger ship, armed with torpedoes and heavier guns. These 900-ton ships were known as torpedo boat destroyers. World War I showed these ships suited to protecting larger ships against surface, submarine, and air attack. Also, they proved more effective offensively than torpedo boats, and assumed the attack role. By the end of World War I, they were simply known as "destroyers."[1]

The destroyers during World War II continued in this role as an all purpose ship ready to fight off attacks from the air, on the surface, or from below the sea. They could be called upon to give fire support to troops, deliver mail and people to other ships, rescue pilots who had been forced down at sea, and to serve as the distant early warning eyes of the fleet in hostile waters.[2] Destroyers did not have the glamour of a battleship or an aircraft carrier but without them the aircraft carrier and battleship would be helpless against enemy submarines. They were all-purpose ships whose support of general fleet operations was vital. No aircraft carrier or battleship ever proceeded into enemy waters without an escort of destroyers.

USS Kidd represents American destroyers that fought against Japan in World War II for the following reasons:

1. USS Kidd is a Fletcher class destroyer and is representative of the 175 of her class built during the war. Fletcher class destroyers were equipped to attack surface vessels of all sizes, as well as submarines and aircraft. The Fletcher class formed the backbone of U.S. destroyer forces in World War II.

2. USS Kidd was named for Rear Admiral Issac C. Kidd Sr. who was killed aboard his flagship, USS Arizona, during the surprise attack on Pear Harbor. He was posthumously awarded the Medal of Honor for bravery.

3. USS Kidd served with distinction during the war and saw action in some of the heaviest battles with the Japanese from 1943 to 1945. On April 11, 1945, during the invasion of Okinawa, USS Kidd was struck by a Japanese kamikaze and lost 38 dead and 55 wounded. USS Kidd received four battle stars for her World War II service.

4. USS Kidd is in excellent condition and retains the best integrity of any surviving World War II destroyer. USS Kidd is the only surviving World War II destroyer that was not modernized during the post war period.

FOOTNOTES

[1]No author. USS Kidd (Information Brochure) March 1984.

[2]Scott Judd Harmon, The USS Cassin Young (DD-793) (Unpublished Manuscript, Boston National Historical Park, 1984), p. 5.

BIBLIOGRAPHY

Chesnau, Roger. Conway's All the World's Fighting Ships 1922-1946. New York: Mayflower Books, 1980.

National Register Staff. "National Register of Historic Places Inventory USS Kidd." Baton Rouge, Louisiana: Division of Historic Preservation, State of Louisiana, 1983.

No Author. USS Kidd (Information Brochure) March 1984.

Harmon, Scott Judd. The USS Cassin Young (DD-793). Unpublished Manuscript: Boston National Historical Park, 1984.

Preston, Anthony. Destroyers. Englewood Cliffs, New Jersey: Prentice Hall, 1977.

Schofield, William G. Destroyers--60 Years. New York: Randy McNally & Company, 1962.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Baton Rouge West, LA **Quadrangle scale** 1:25,000

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A	15	673640	3369020	B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service **date** May 1985

street & number Division of History **telephone** (202) 343-8168

city or town Washington **state** DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title **date**

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

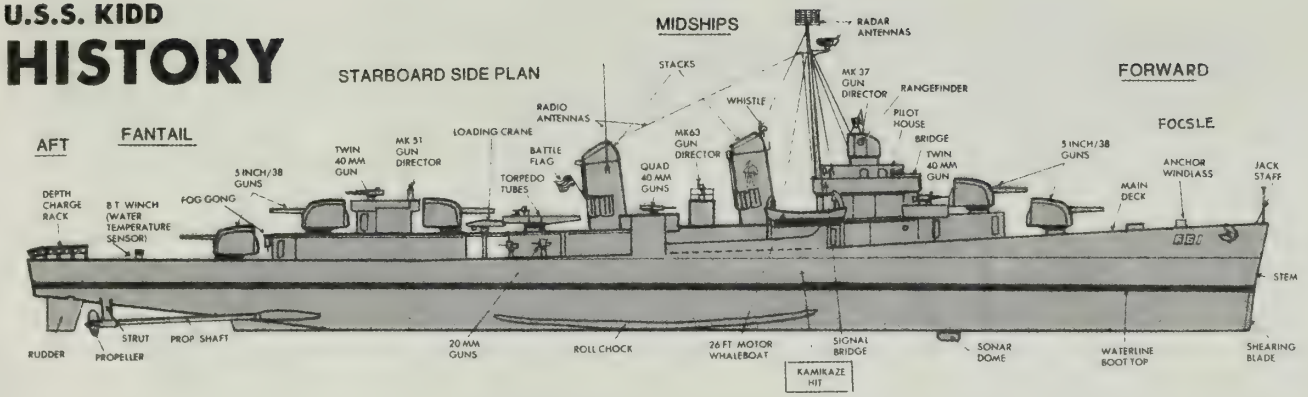
Attest: **date**

Chief of Registration

GPO 894-788

U.S.S. KIDD

HISTORY



WELCOME ABAORD THE USS KIDD. Walk the deck of one of America's most **famous fighting ships**.

The 2,050-ton Fletcher class destroyer was the backbone of the U.S. destroyer force in World War II. Respected by all navies for her versatility, she was equipped to attack surface vessels of all sizes, as well as submarines and aircraft. She provided vital firepower for shore invasions and all of her equipment is there for your inspection.

Authentically restored, the USS Kidd is the only ship now on exhibit in her wartime **camouflage paint**, "Measure 22," used for the invasion of Japan. The combat colors caused the ship to blend with the sky above the horizon and the sea below.

The Kidd was launched 28 February 1943. Her missions in **World War II** brought her to Wake Island, Rabaul, the Gilbert and Marshall Islands and landings on Bouganville, Aitape, Hollandia and Guam. She also participated in the invasion of the Philippines.

The Kidd was part of an air defense screen on Okinawa on April 11, 1945, attempting to cope with furious **Kamikaze attacks.** A lone enemy plane penetrated the outer air defenses and, despite being hit, crashed into the Kidd, killing 38 crewmen and wounding 50.

She earned 4 battle stars across the Pacific and at Okinawa survived the most intense, anti-air warfare environment in history, one in which numerous other ships were sunk and some 5,000 sailors perished.

The Kidd continued to serve for nearly 20 years. She earned four more battle stars in the **Korean conflict** and joined task forces dispatched to respond to the Berlin Crisis.

She was sent to the mothball fleet in Philadelphia in 1964.

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In addition to exploring the compartments on the interior of the Kidd, you may also tour the exterior of this famous ship. The **unique dock** of the Kidd is the only one of its kind in the world. It allows the ship to be exhibited completely out of the water when the Mississippi River is in its low stages.

From August through November, you can closely examine the Kidd's propellers, rudder, stabilizer fins, sonardome and her bow shearing blade used in anti-submarine attacks. Then seasonal thaws in the north cause the ship to lift off her unique cradle and float, rising to heights up to 40 feet.

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The U.S.S. Kidd represents destroyer development in World War II. She is one of the last surviving of the 175 Fletcher Class Destroyers built between 1942 and 1944, the largest number built to a single design. They were considered one of the best destroyers of the period.

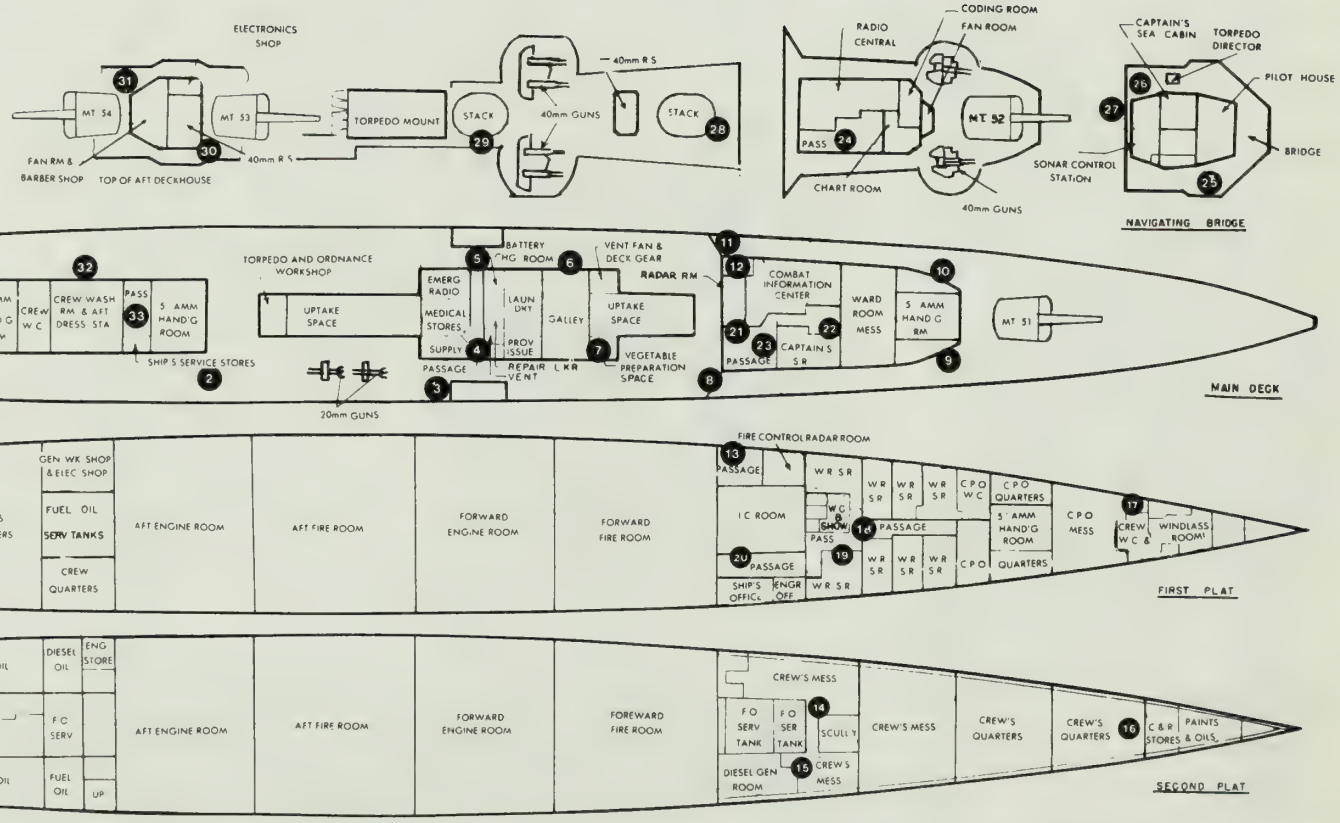
WELCOME ABOARD

USS KIDD

INTERIOR

A series of numbered arrows, indicated by the circled numbers on this plan, have been provided to guide visitors through the ship. Following the arrows will enable visitors to see all parts of the ship open to the public.

WATCH YOUR HEAD AND FEET.



AFT — Shipboard direction or location. The rear section of the ship relative to forward.
BATTERY CHARGING ROOM — Space containing equipment for charging batteries for the motor whaleboats and emergency systems.
BERTHING — A shipboard bunkroom or sleeping space.
BRIDGE — The deck from which the captain and officer of the deck controlled the ship. Unsheltered for better visibility during air attacks.
C & R STORES — Construction and Repair Deck) Department Supplies.
CAPT S R — Captain's sleeping cabin utilized when the ship was not underway.
CHARTROOM — The navigation station where a geographic plot of the ship's position was maintained.
CHEMICAL WARFARE — Storage for chemical warfare defense equipment.
CODING ROOM — The space where radio messages are encrypted and deciphered.
COMBAT INFORMATION CENTER — The radar tracking room where locations of surrounding ships and aircraft are plotted.
C P O — Chief petty officers (or senior enlisted men).
CREW'S QUARTERS — Enlisted sleeping compartments.
DECK GEAR — Storage for deck equipment.
DIESEL GENERATOR — The emergency diesel generator used to make electricity should the steam generators fail.

DRESSING STA — Emergency first aid treatment room.
EMERGENCY RADIO ROOM — An auxiliary radio room.
ENGINE ROOM — Propulsion machinery space containing a steam turbine reduction gear and auxiliary equipment.
FAN ROOM — A space containing ventilation fans to circulate fresh air inside the ship.
FIRE ROOM — A space containing two boilers that generate 600 PSI steam used to drive the main propulsion and auxiliary machinery.
40 MM and 20 M S — Ready Service Ammunition for the 40 and 20 millimeter anti-aircraft guns.
FUEL OIL — Fuel oil storage tanks. Navy ships burned an oil similar to number six bunker oil.
GALLEY — The ship's kitchen where food was prepared for the crew.
HANDLING ROOM — Space for supply ammunition to the guns projectile and powder hoist.
I C ROOM — Interior communications and plotting room containing the computer that tracked targets for gunfire control.
MEDICAL STORES — The ship's infirmary or "sickbay" where the ship's doctor performed minor treatments.
MESS — An eating area.

MT 51, MT 52, MT 53 MT 54, MT 55 — 5 /38-Caliber gun mounts that had a range of 12 miles fired 15 rounds a minute and were manned by 10 men.
PASS — Passageway or hallway.
PILOT HOUSE — The enclosed space containing the ship's wheel ship controls and communication equipment.
PROJECTILE — The heavy metal part of a 5 shell containing the fuse and bursting charge.
POW MAG — Powder magazine storage for the propelling charge that fires the projectile.
RADIO CENTRAL — The main radio room where radio operators transmitted and received messages.
REPAIR LKR — Storage space for equipment used to repair battle damage or Damage Control gear.
SCULLY — The scullery or dishroom where the mess gear was washed.
SEA CABIN — The cabin immediately behind the pilothouse occupied by the captain when the ship was at sea.
SERVICE TANK — Fuel oil tank used to supply fuel directly to the boilers.
SONAR CONTROL — The Sound Navigation and Ranging equipment room where men listened for submarines.
SR — Officers' stateroom.

STEER'G GEAR RM — Steering engine room containing hydraulic equipment that moved the ship's rudder.
STORES — Storeroom for supplies.
SWBD — Electrical Distribution Switchboard containing switch gear to power the ship's electrical systems.
TORP MT — The quintuple 21 diameter torpedo tube mount that fired steam torpedos with a range of 4,000 to 12,000 yards.
TORP & ORD WORKSHOP — Workshop for repair and overhaul of ship's weapons.
UPTAKE SPACE — Unmanned space containing ductwork for boiler air supply and exhaust gases. Connected four boilers to stacks.
W C — Water closet or in marine lingo the "Head."
W R — Wardroom the officers' eating space lounge and conference room.
W R S R — Wardroom stateroom the term used to describe officers' sleeping compartments.
VEG PREP SPACE — Vegetable preparation room adjoining the galley.
WAR HEAD MAG — Storage for torpedo warheads.
WINDLASS RM — The space containing the motor that drives the ship's anchor windlass and the bosun's locker or deck gear storage.

P.O. Box 44242 • Baton Rouge, Louisiana 70804 • (504) 383-9096-Administrative Office • (504) 389-9584-Tour and Party Reservations

BATON ROUGE home of the Sleek WW II DESTROYER KIDD

WELCOME ABOARD THE USS KIDD. Walk the deck of one of America's most **famous fighting ships.**

The 2,050-ton Fletcher class destroyer was the best destroyer to come out of World War II. Respected by all navies for her versatility, she was equipped to attack surface vessels of all sizes, as well as submarines and aircraft. She provided vital firepower for shore invasions and all of her equipment is there for your inspection.

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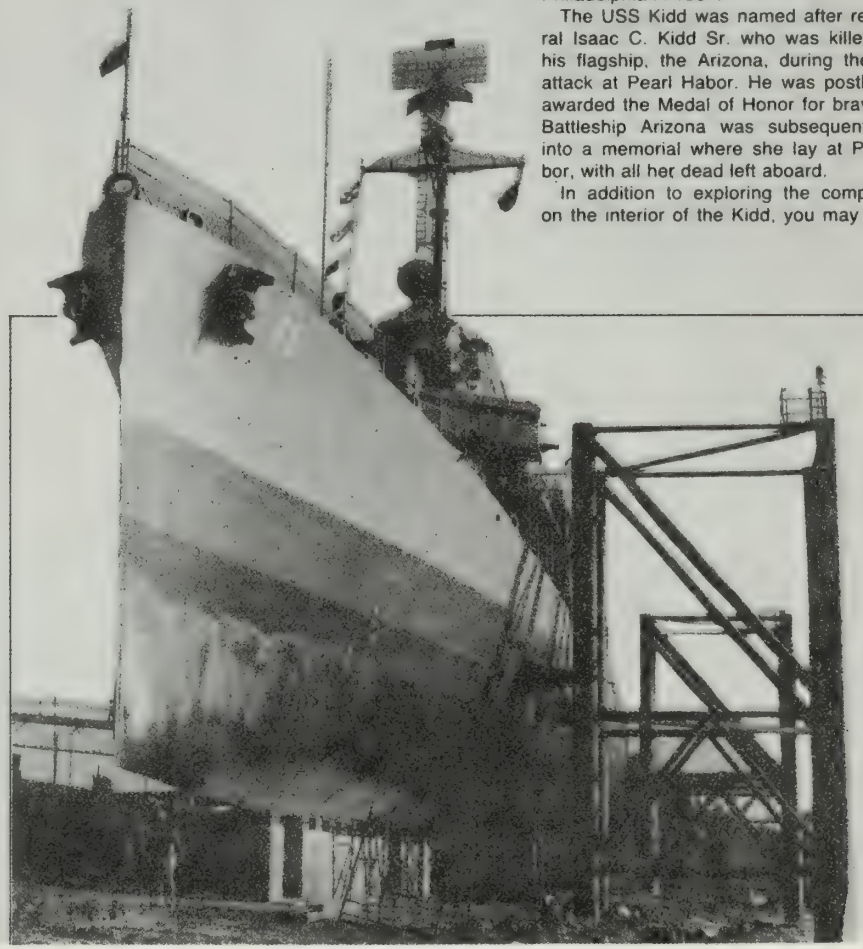
K-2 (Rev. 4-84)



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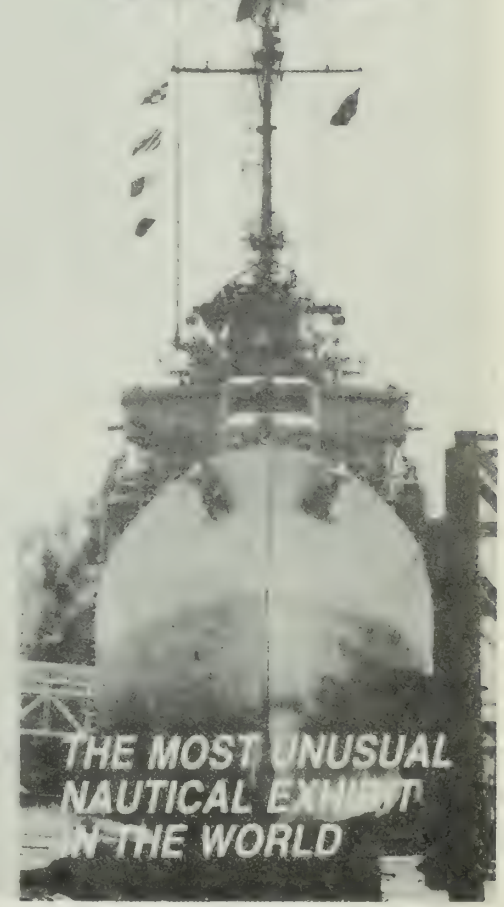
Location: The USS Kidd is on the Mississippi River in downtown Baton Rouge across from the Riverside Centroplex.

The ship has a temporary gift shop on location and a nautical museum now under construction. For more information and booking for parties and group tours, call or write the USS Kidd ticket office.

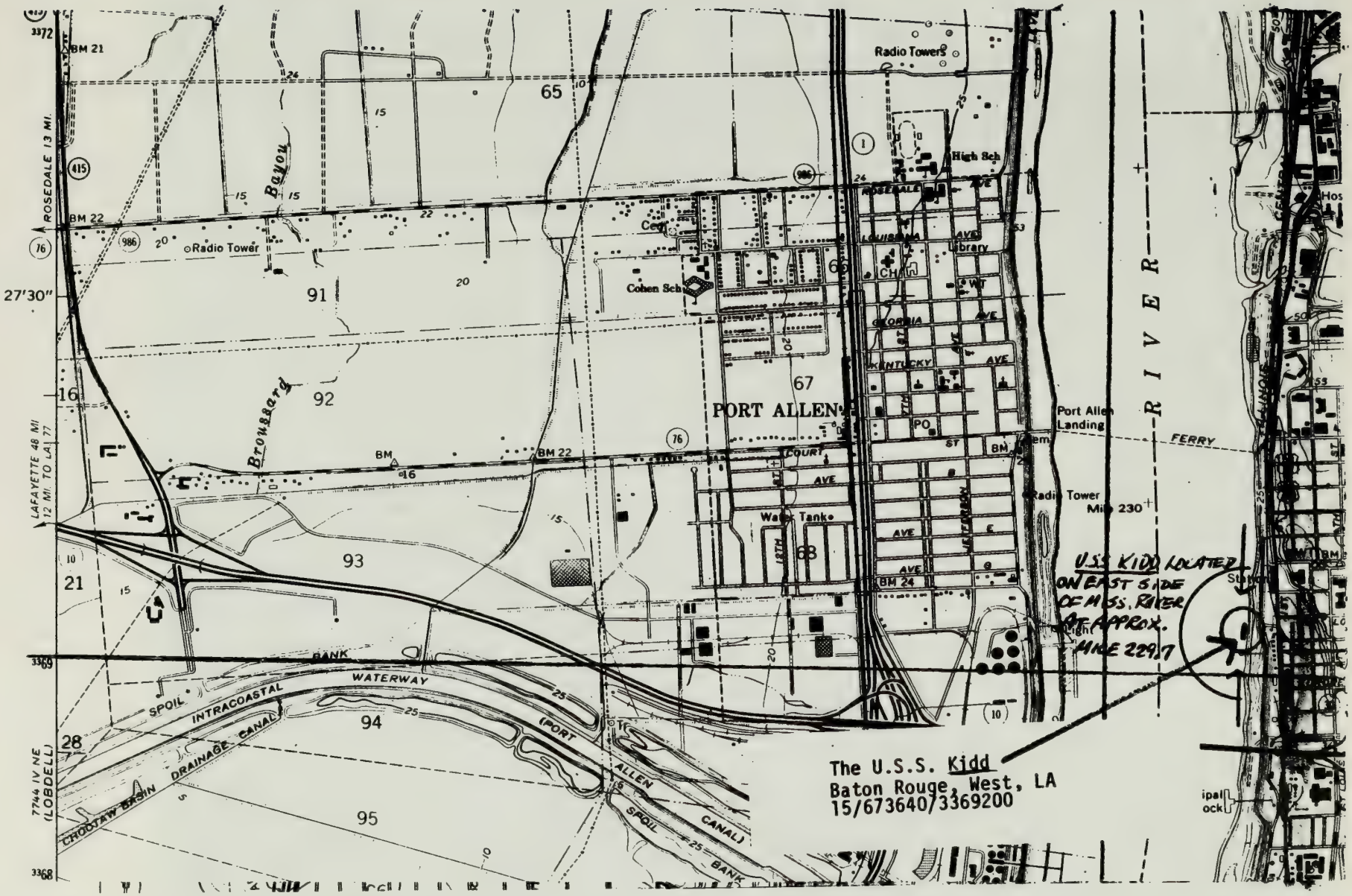
Administrative Office
(504) 383-9096
Tour & Party Reservations
(504) 389-9584

U.S.S. KIDD
P. O. Box 44242
Baton Rouge, Louisiana 70804

USS KIDD

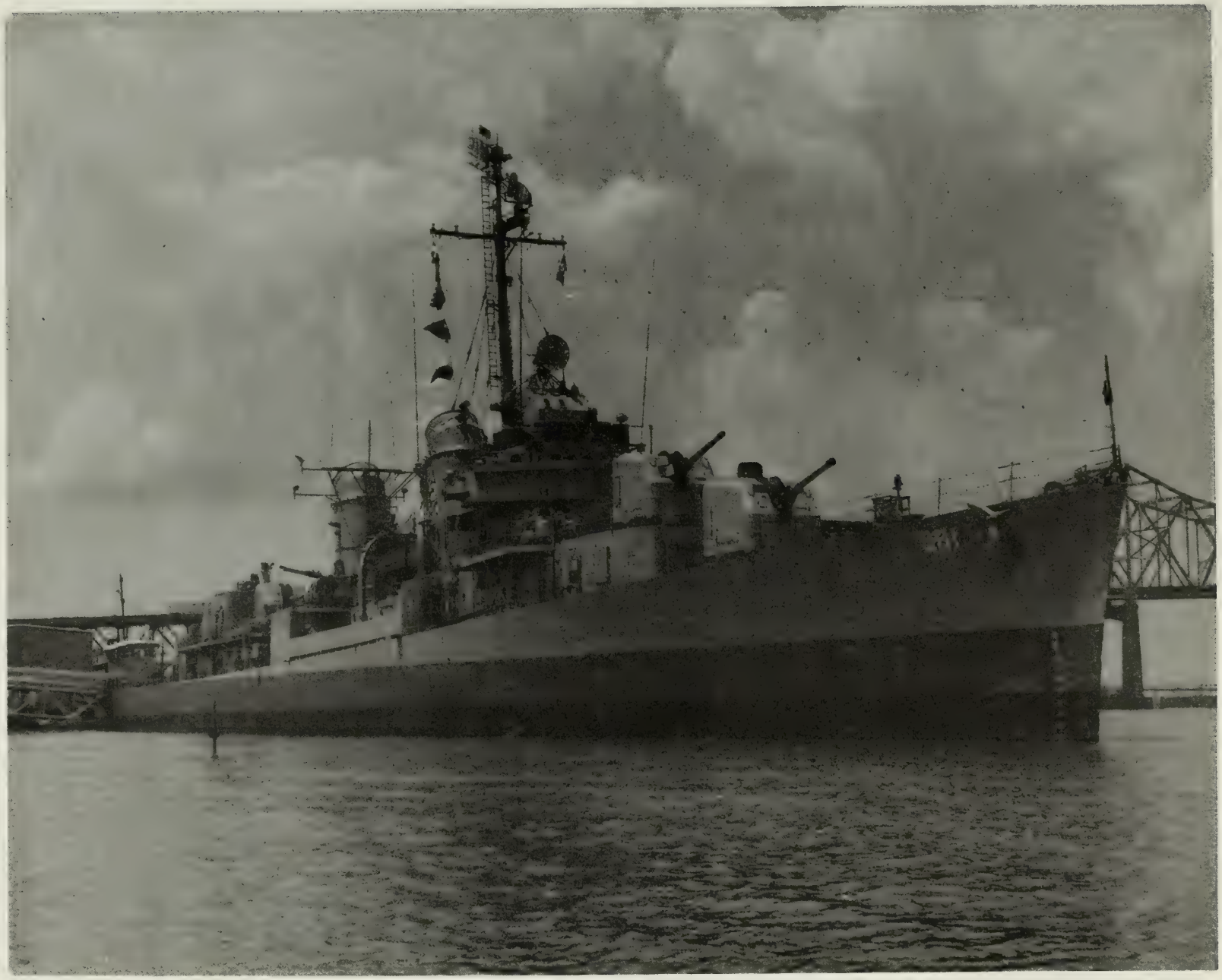


THE MOST UNUSUAL NAUTICAL EXHIBIT IN THE WORLD



Radio Towers
High Sch
Library
Cohen Sch
PORT ALLEN
Port Allen Landing
FERRY
Radio Tower
Mile 230
Water Tank
Radio Tower
Bayou
Broussard
ROSEDALE 13 MI.
LAFAYETTE 48 MI 12 MI. TO LA. 77
7744 IV NE (LOBDELL)
27'30"
BM 21
BM 22
BM 24
SPOIL BANK
INTRACOASTAL WATERWAY
CHOCTAW BASIN DRAINAGE CANAL
(PORT ALLEN CANAL)
SPOIL BANK
RIVER
U.S.S. KIDD LOCATED ON EAST SIDE OF MISS. RIVER AT APPROX. MILE 229.7
The U.S.S. Kidd
Baton Rouge, West, LA
15/673640/3369200

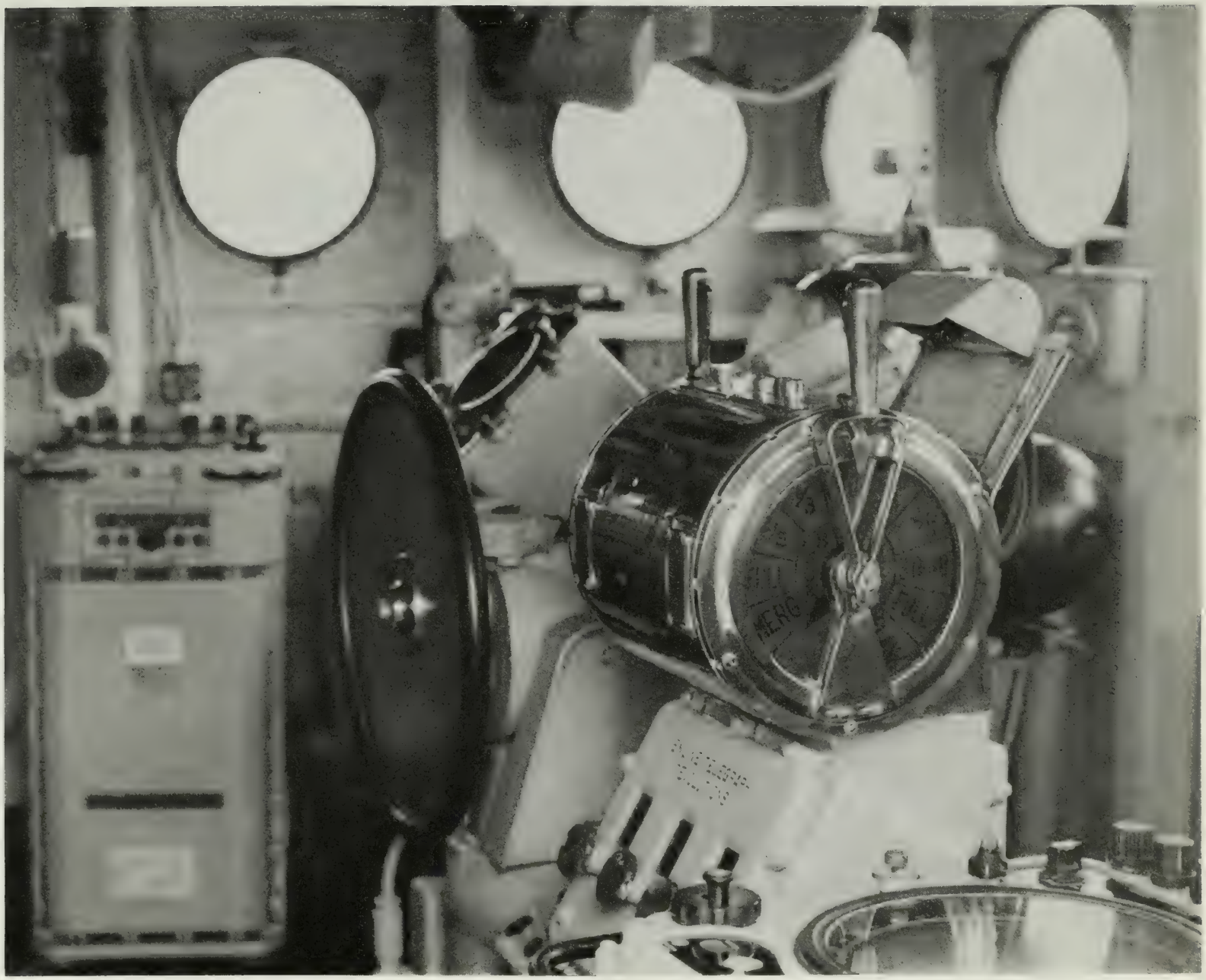
1. USS Kidd
2. Baton Rouge,La.
3. Tom Rizzuto
4. 1984
5. Lousiana Naval War Memorial Commission
6. Exterior View
7. Photo #1



1. USS Kidd
2. Baton Rouge, La.
3. Dr. Malcom Shuman
4. 1984
5. Lousiana Naval War Memorial Commission
6. Depth Charge Rack
7. Photo #2

61

1. USS Kidd
2. Baton Rouge, La.
3. Dr. Malcom Shuman
4. 1984
5. Lousiana Naval War Memorial Commission
6. Pilothouse
7. Photo #3

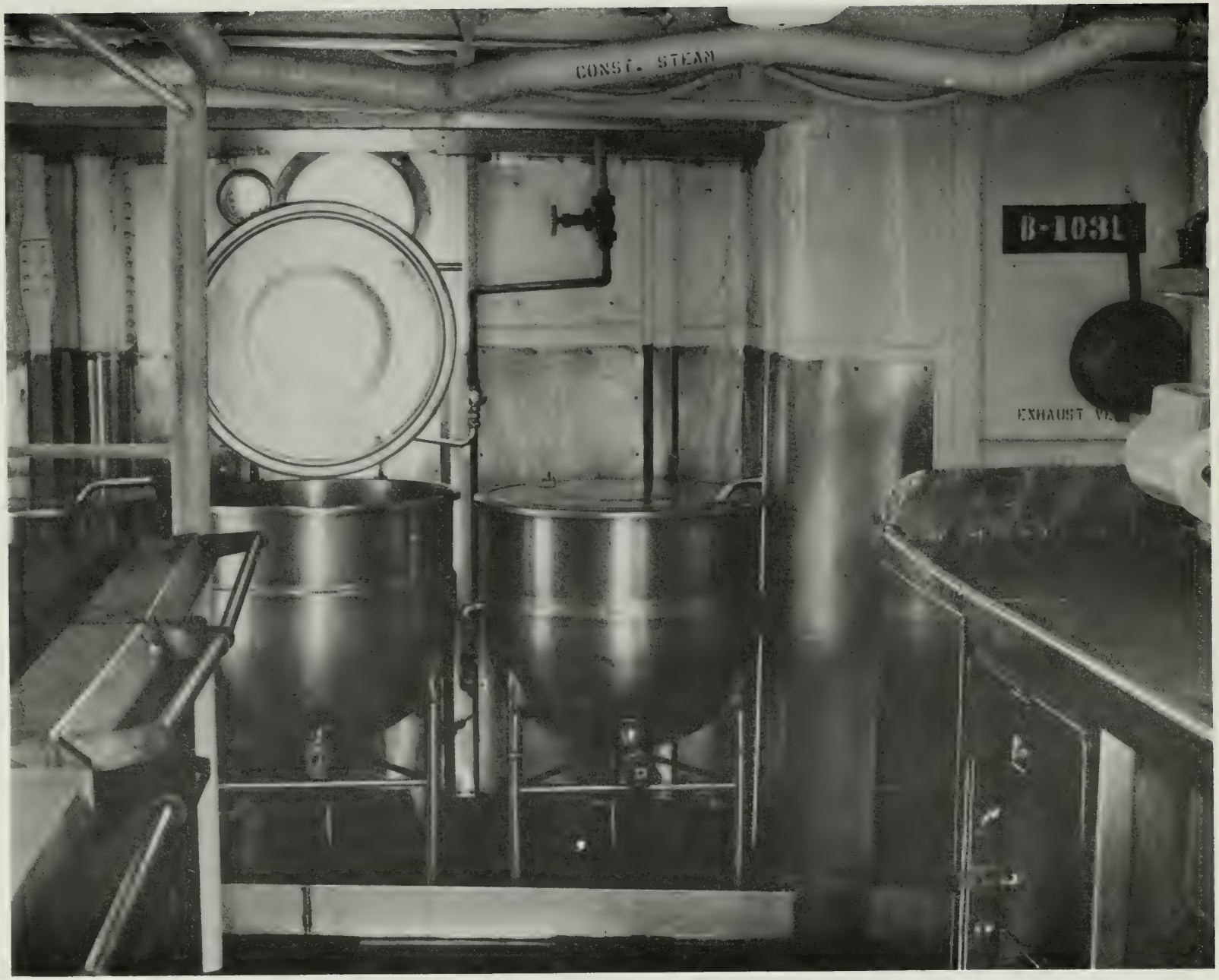


1. USS Kidd
2. Baton Rouge, La.
3. Nadine Russell
4. 1985
5. Lousiana Naval War Memorial Commission
6. Combat Information Center
7. Photo #4

1. USS Kidd
2. Baton Rouge, La.
3. Nadine Russell
4. 1985
5. Lousiana Naval War Memorial Commission
6. Radio Central
7. Photo #5

1. USS Kidd
2. Baton Rouge, La.
3. Nadine Russell
4. 1985
5. Lousiana Naval War Memorial Commission
6. Midship Repair Locker
7. Photo #6

1, USS Kidd
2. Baton Rouge, La.
3. Nadine Russell
4. 1985
5. Lousiana Naval War Memorial Commission
6. Ship's Galley
7. Photo #7


CONST. STEAM
B-103L

1. USS Kidd
2. Baton Rouge, La.
3. Nadine Russell
4. 1985
5. Lousiana Naval War Memorial Commission
6. Wardroom
7. Photo #8

1. Uss Kidd
2. Baton Rouge, La.
3. Nadine Russell
4. 1985
5. Lousiana Naval War Memorial Commission
6. Crews Quarters
7. Photo #9

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Cassin Young (DD-793)

and/or common

2. Location

street & number Charlestown Navy Yard ___ not for publication

city, town Boston ___ vicinity of

state Massachusetts code 025 county Suffolk code 025

3. Classification

Category	Ownership	Status	Present Use	
___ district	_X_ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_X_ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name United States Navy

street & number

city, town Washington ___ vicinity of state DC

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20362

6. Representation in Existing Surveys

title None has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	N/A original site
_X_ good	___ ruins	_X_ altered	___ moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Cassin Young (DD-793) is a World War II Fletcher class destroyer. She was built by the Bethlehem Steel Corporation in San Pedro, California. USS Cassin Young was launched on September 12, 1943, and was commissioned on December 31, 1943.

As the United States in World War II built more Fletcher class destroyers than any other, this class is particulary significant and played a major role in our nation's victory at sea. This class was the first to break with design practices that had developed as a result of the London Treaty of 1930. Fletcher class destroyers were flush deckers with two smokestacks and five 5-inch guns. They were larger in size than any previous class of destroyers and when fully loaded carried sufficient fuel, ammunition, and stores needed for extensive sea duty in the Pacific. Their large size enabled them to carry their 5-inch guns in enclosed mounts, 10 torpedo tubes in two quintuple banks, depth charges, and large batteries of antiaircraft guns.

Specific ship data concerning USS Cassin Young is:

Length Overall: 376 feet

Beam: 40 feet

Design Displacement: 2,325 tons

Full Load Displacement: 2,924 tons

Boilers: 4-Babcock & Wilcox

Turbines: 2-shaft General Electric

Fuel Oil capacity: 492 tons

Maximum Speed: 35 knots

Armament: Five 5-inch/35 caliber guns, 10 Torpedo tubes, depth charges, and various combinations of antiaircraft guns.

Crew: 273 wartime

USS Cassin Young was modernized in 1953 to meet the changing conditions of naval warfare. This work included upgrading her antiaircraft guns, removal of one bank of torpedo tubes, and the addition of hedgehog depth bombs for submarine defense. USS Cassin Young is in good condition and retains much of her World War II integrity.

8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400–1499	archeology-historic	conservation	law	science	
1500–1599	agriculture	economics	literature	sculpture	
1600–1699	architecture	education	X military	social/ humanitarian	
1700–1799	art	engineering	music	theater	
1800–1899	commerce	exploration settlement	philosophy	transportation	
X 1900–	communications	industry	politics government	other (specify)	
		invention			

Specific dates 1943-1945 **Builder Architect** Bethlehem Steel Corporation

Statement of Significance (in one paragraph)

General Statement: The role of the Destroyer in World War II

The destroyer had its origin in the late-19th century with the development of the first self-propelled torpedo. Navies quickly developed small fast torpedo boats designed to attack and sink larger battleships and cruisers. As a counter against torpedo boats, navies built a slightly larger ship, armed with torpedoes and heavier guns. These 900 ton ships were known as torpedo boat destroyers. World War I showed these ships suited to protecting larger ships against surface, submarine and air attack. Also, they proved more effective offensively than torpedo boats, and assumed the attack role. By the end of World War I, they were simply known as "destroyers."[1]

The destroyer during World War II continued in this role as an all-purpose ship ready to fight off attacks from the air, on the surface, or from below the sea. It could be called upon to give fire support to troops, deliver mail and people to other ships, rescue pilots who had been forced down at sea and to serve as the distant early warning eyes of the fleet in hostile waters.[2] Destroyers did not have the glamour of a battleship or an aircraft carrier but without them the aircraft carrier and battleship would be helpless against enemy submarines. They were all purpose ships whose support of general fleet operations was vital. No aircraft carrier or battleship ever proceeded into enemy waters without an escort of destroyers.

USS Cassin Young represents American destroyers that fought against Japan in World War II for the following reasons.

1. USS Cassin Young is a World War II Fletcher Class destroyer. She is representative of the many Fletcher class destroyers built by the Boston Navy Yard immediately before and during World War II and is an example of the intense military-industrial effort on the home front that was a major reason for the American victory over Japan in World War II.

2. USS Cassin Young is named after Captain Cassin Young who was awarded the Medal of Honor for bravery during the attack on Pearl Harbor on December 7, 1941. Captain Young was killed in action in the Battle of Guadalcanal on November 13, 1942, while commanding USS San Francisco.

3. USS Cassin Young served with distinction in the Pacific during the war and earned four battle stars and a Navy Unit Commendation for her World War II service. USS Cassin Young participated extensively in the Okinawa campaign, where she was struck twice by Kamikaze attacks, including the last Kamikaze hit of World War II.

4. USS Cassin Young is in good condition and retains much of her World War II integrity.

FOOTNOTES

1. No author. USS Kidd (Information Brochure) March 1984.

2. Scott Judd Harmon, The USS Cassin Young (DD-793) (Unpublished Manuscript, Boston National Historical Park, 1984), p. 5.

BIBLIOGRAPHY

Chesnau, Roger. Conway's All the World's Fighting Ships 1922-1946. New York: Mayflower Books, 1980.

Harmon, Scott Judd. The USS Cassin Young (DD-793). Unpublished Manuscript: Boston National Historical Park, 1984.

Preston, Anthony. Destroyers. Englewood Cliffs, New Jersey: Prentice Hall, 1977.

Schofield, William G. Destroyers--60 Years. New York: Randy McNally & Company, 1962.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Boston South

Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	19	330800	4692860
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013 7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

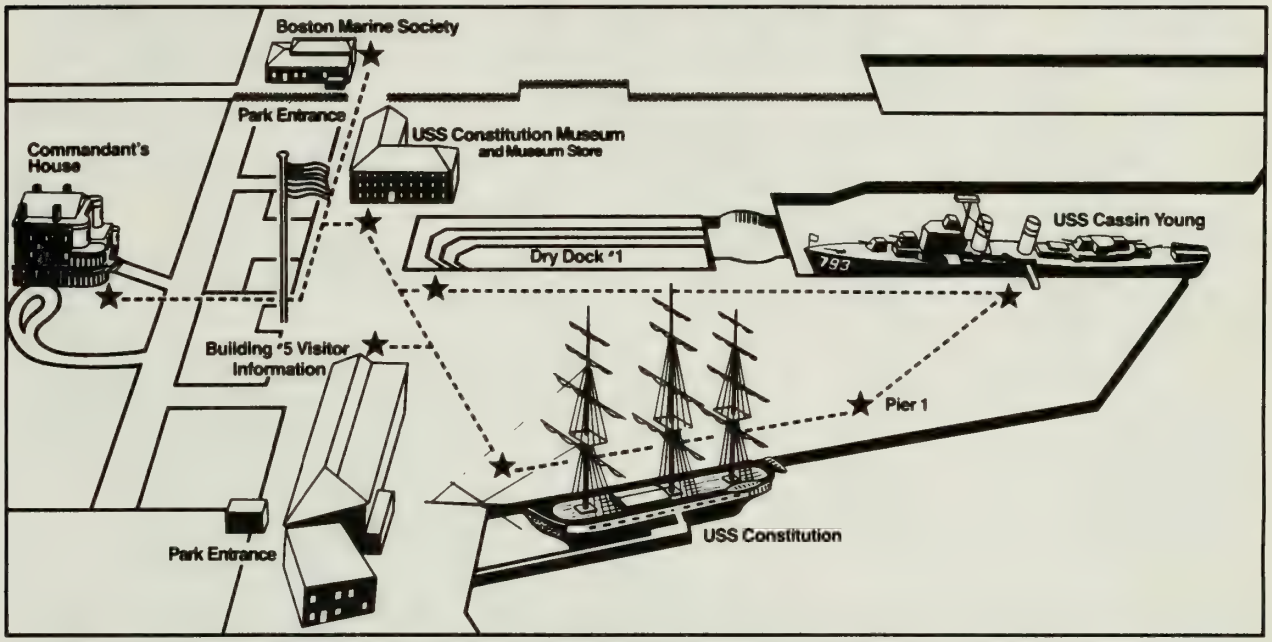
Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

Charlestown Navy Yard Walking Tour



To tour the Charlestown Navy Yard is to embark on a trip spanning several hundred years. Many sites and activities are available. The best place to begin this learning experience is Building #5, the Visitor Information Center.

Building #5 – Visitor Information Center

National Park Service Rangers greet you with information about the Navy Yard and other visitor activities. A ten minute introductory slide show is offered free. It's a great place to plan your tour of the Navy Yard, and it's open daily from 9-5, free.

USS Constitution

Board "Old Ironsides" and suddenly you've gone back in time to 1812, the year this indomitable warship earned her nickname. Tour the ship with her current crew and learn why this gallant ship never lost a battle. Open daily 9:30-3:50, free.

USS Constitution Museum

The ship is only half the story! Just across the pier from CONSTITUTION, this former pump-house presents the history of this famous fighting ship, with "Please Touch" exhibits and a computer-simulated 1803 ocean crossing,among others. A new exhibit "Isaac Hull: A Forgotten American Hero" offers a magnificent look at this 1812 Naval hero's glittering treasures. Open daily, admission charged. Admission to the Museum store is free.

Pier 1

Established in 1800, the Yard grew to cover 130 acres in Charlestown before it closed in 1974. Pier 1 was built in 1813 and is one of eleven such wharves in the Yard. These piers were usually busy with workers and equipment – building, repairing, and supplying ships. "Serving the Fleet" was always the goal in the Navy Yard.

USS Cassin Young

Launched in San Pedro, California in 1943, this destroyer saw plenty of action in World War II and is typical of ships built and repaired in the Navy Yard. Main deck open 9:30 - 5:00 daily (weather permitting). Ask at Building #5 about tours below deck. Free.

Dry Dock #1

One of the first dry docks in the United States, this ingenious construction has been used to repair ships since 1833. Extended twice since then to accommodate new ship types, it was used to restore both USS CASSIN YOUNG and USS CONSTITUTION.

Boston Marine Society

Founded in 1742 to provide relief for distressed mariners and their families, the Society continues this work today. In addition, the Society exhibits their collection of model ships, scrimshaw, and art objects from the four corners of the world. Located in Building 32, it's open weekdays. Admission charged.

Commandant's House

This still elegant mansion was home to Navy Commandants and their families from 1805 until 1974. The Commandants directed the work of the Navy Yard and were prominent Naval leaders. Several were Commanding Officers of USS CONSTITUTION. Inquire at Building #5 for tour information. Free.

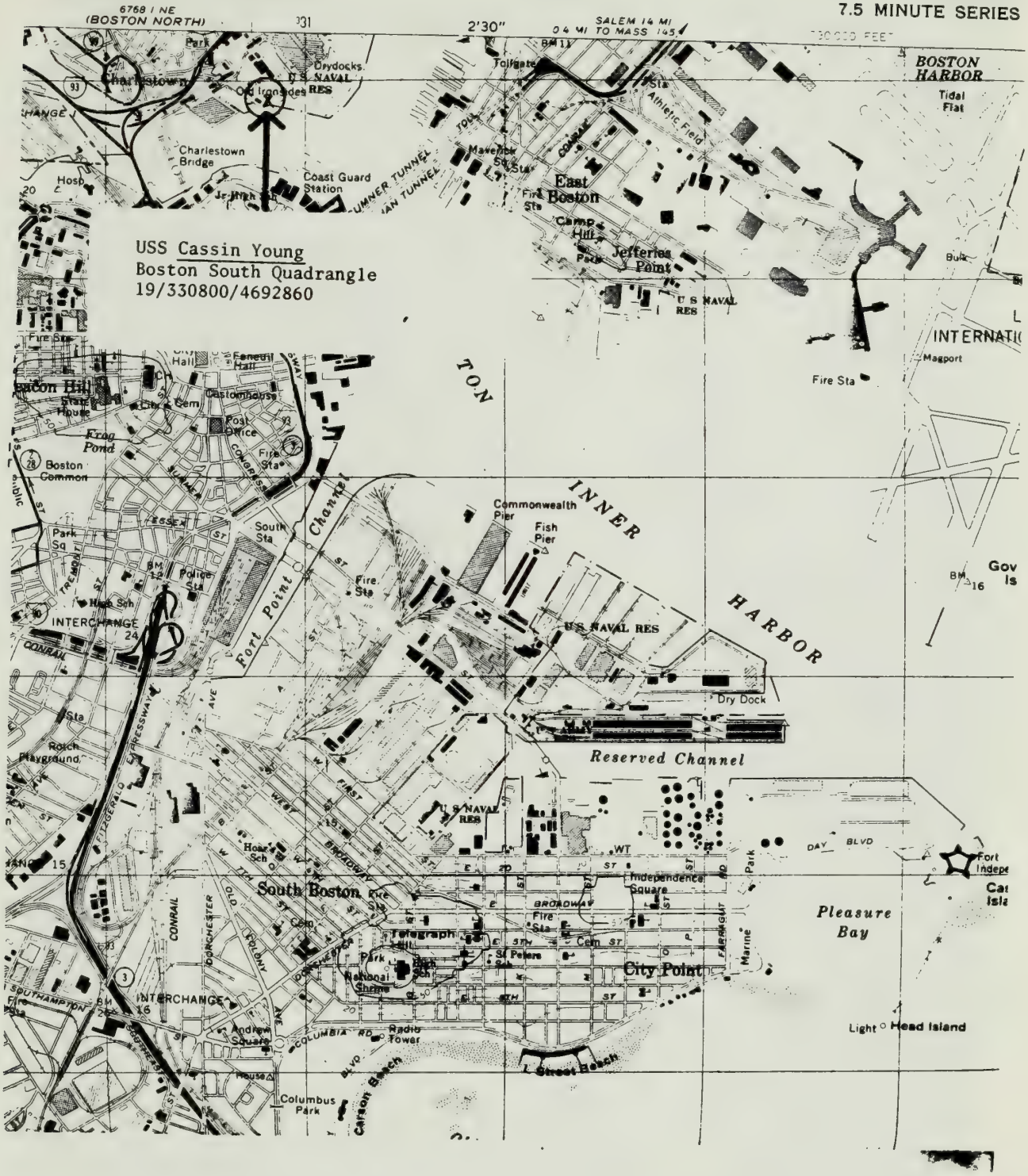
Be Careful

Watch for uneven paving, vehicle traffic, and heavy equipment. Obey all signs. After all, they're designed with your well-being in mind.

This brochure is a cooperative effort of the USS CONSTITUTION Museum and Boston National Historical Park, National Park Service.

IWEALTH OF MASSACHUSETTS
ARTMENT OF PUBLIC WORKS

BOSTON SOUTH
MASSACHU
7.5 MINUTE SERIES

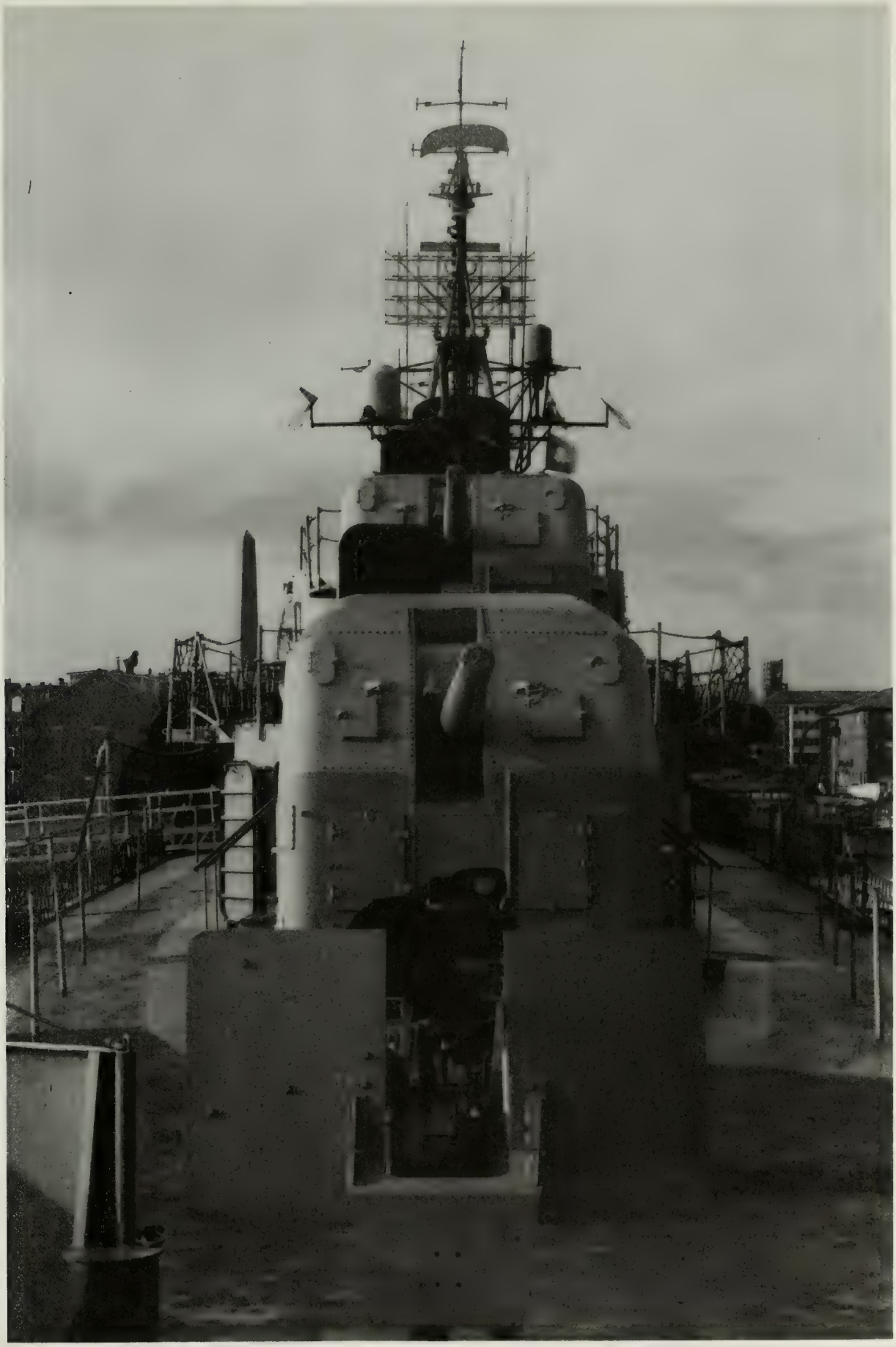


USS Cassin Young
Boston South Quadrangle
19/330800/4692860

1. USS Cassin Young
2. Boston, Massachusetts
3. Blaise Davi
4. 1984
5. Boston NHP
6. Exterior view
7. Photo #1

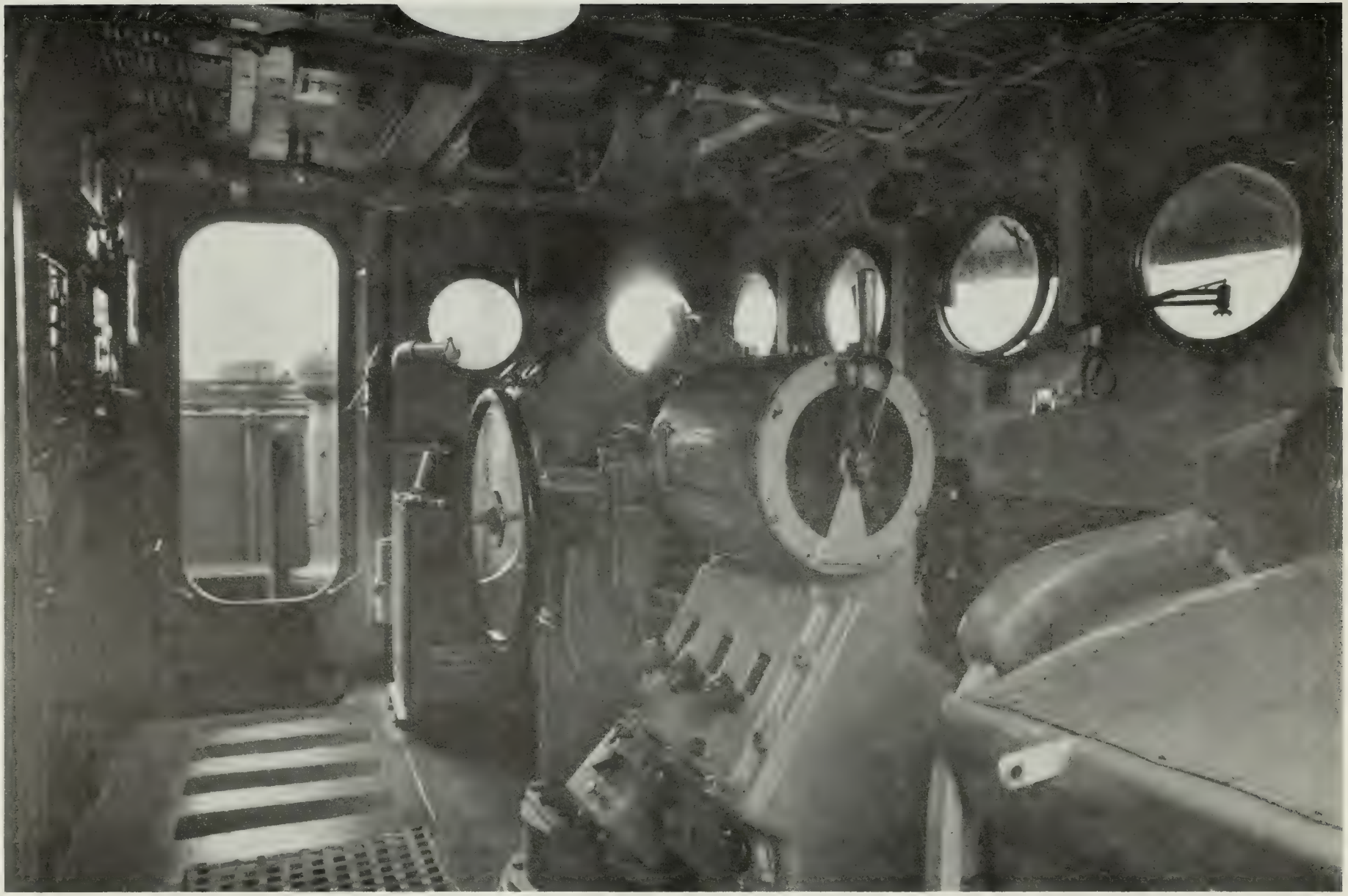
793

1. USS Cassin Young
2. Boston, Massachusetts
3. Blaise Davi
4. 1984
5. Boston NHP
6. View from fantail
7. Photo #2

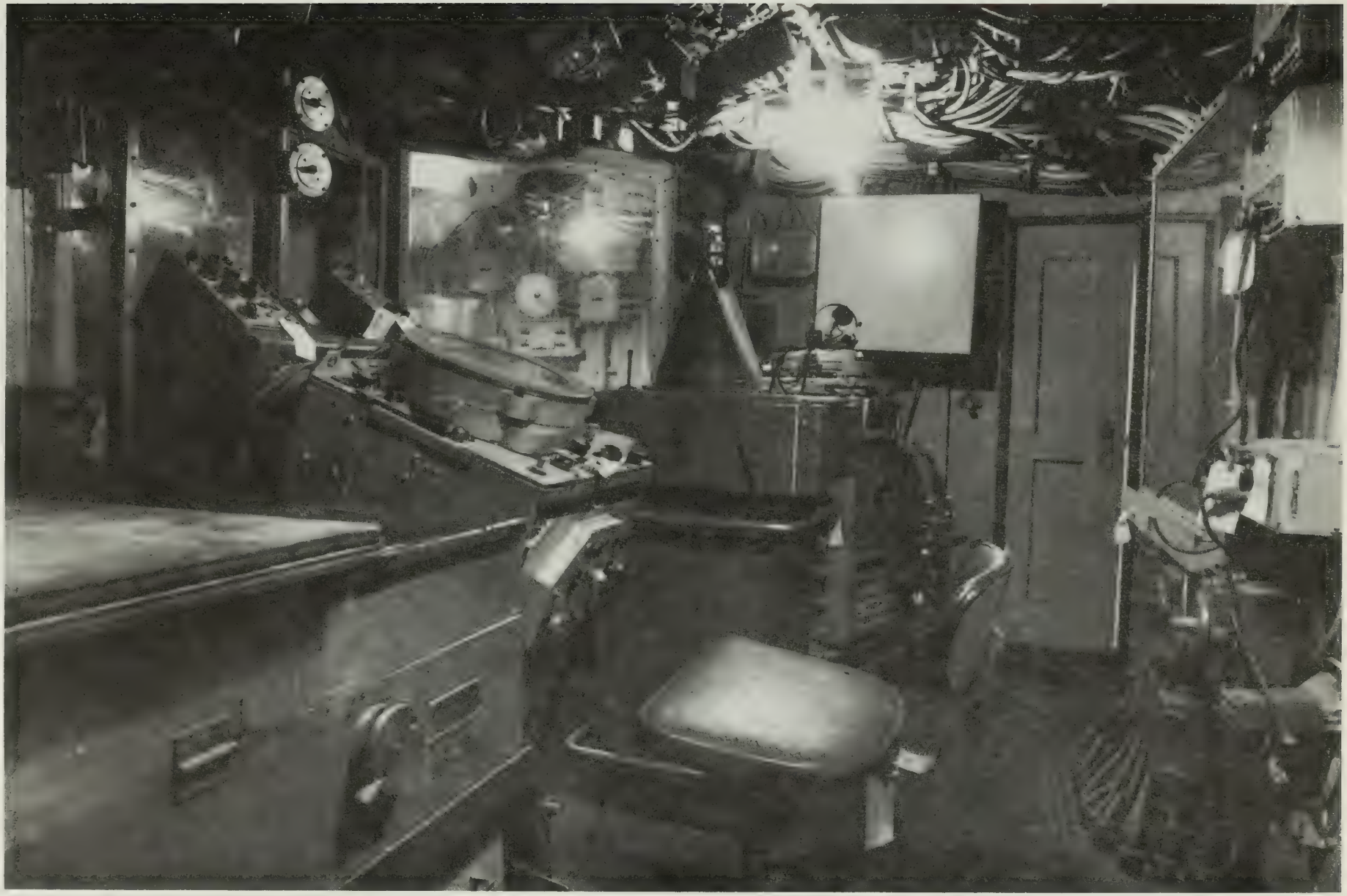


1. USS Cassin Young
2. Boston, Massachusetts
3. Blaise Davi
4. 1984
5. Boston NHP
6. Depth Charges
7. Photo #3

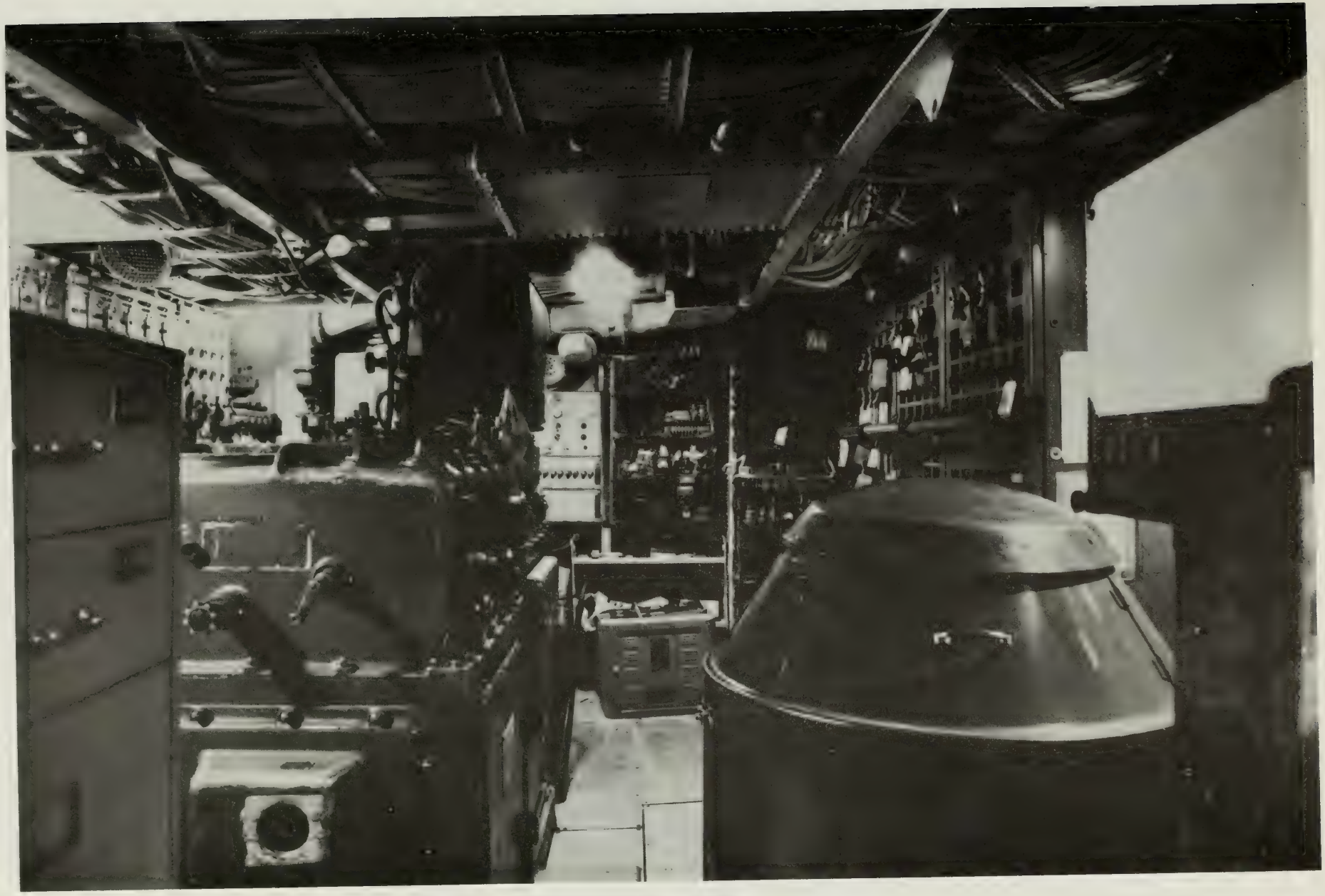
1. USS Cassin Young
2. Boston, Massachusetts
3. Blaise Davi
4. 1984
5. Boston NHP
6. Pilot House
7. Photo #4



1. USS Cassin Young
2. Boston, Massachusetts
3. Blaise Davi
4. 1984
5. Boston NHP
6. Combat Information Center
7. Photo #5



1. USS Cassin Young
2. Boston, Massachusetts
3. Blaise Davi
4. 1984
5. Boston NHP
6. TC and Plot
7. Photo #6

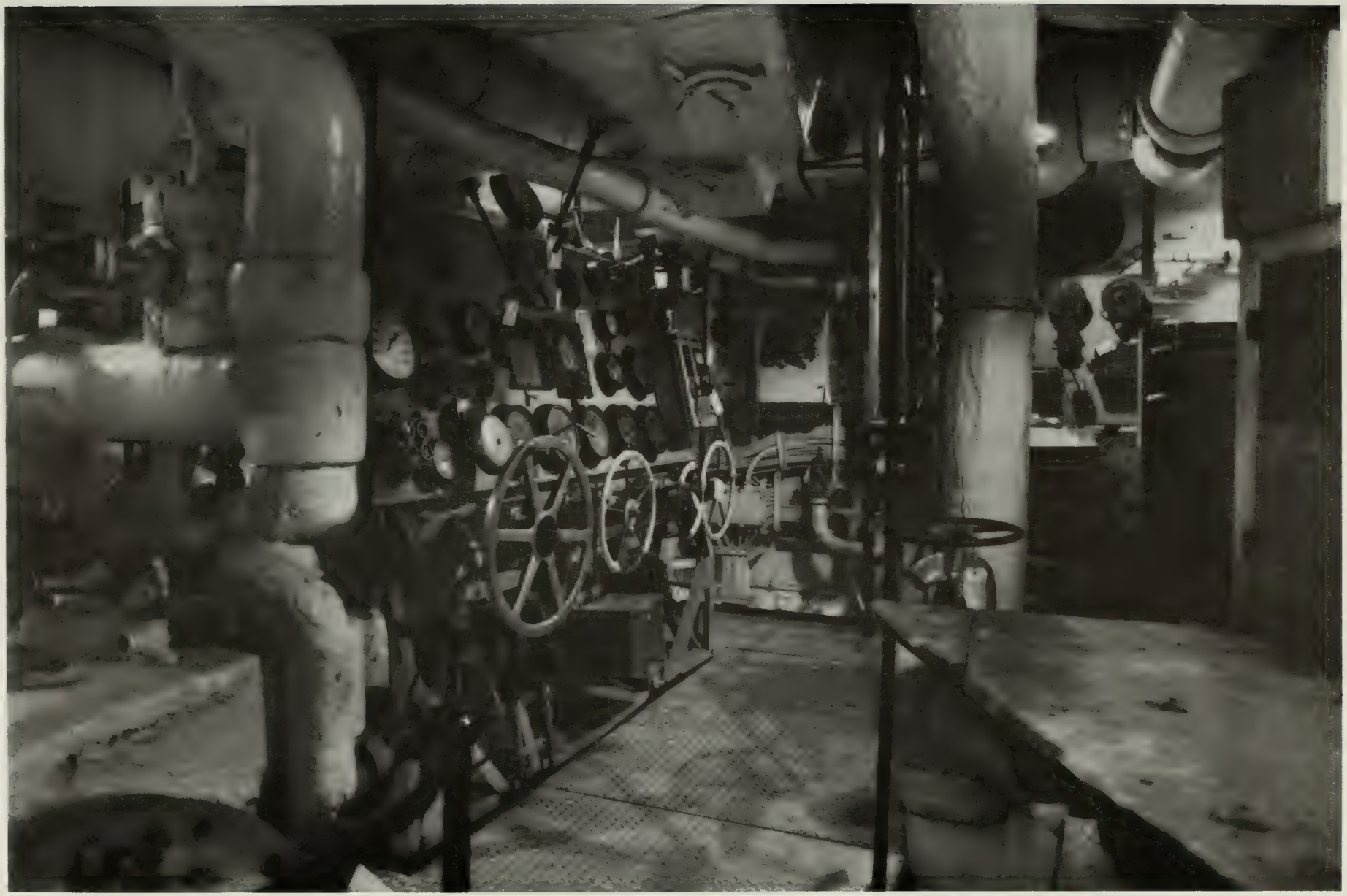


1. USS Cassin Young
2. Boston, Massachusetts
3. Blaise Davi
4. 1984
5. Boston NHP
6. Crew's Mess
7. Photo #7

1. USS Cassin Young
2. Boston, Massachusetts
3. Blaise Davi
4. 1984
5. Boston NHP
6. Crew's Berthing Compartment
7. Photo #8

1. USS Cassin Young
2. Boston, Massachusetts
3. Blaise Davi
4. 1984
5. Boston NHP
6. Radio Central
7. Photo #9

1. USS Cassin Young
2. Boston, Massachusetts
3. Blaise Davi
4. 1984
5. Boston NHP
6. Engine Room
7. Photo #10



United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS The Sullivans (DD-537)

and or common

2. Location

street & number 1 Naval Cove Park ___ not for publication

city, town Buffalo ___ vicinity of

state New York code 36 county Erie code 029

3. Classification

Category	Ownership	Status	Present Use	
___ district	_X_ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_X_ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Buffalo & Erie County Naval & Servicemen's Park

street & number 1 Naval Cove Park

city, town Buffalo ___ vicinity of state New York

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20362

6. Representation in Existing Surveys

title None has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one	
___ excellent	___ deteriorated	___ unaltered	N/A original site	
_X_ good	___ ruins	_X_ altered	___ moved	date
___ fair	___ unexposed			

Describe the present and original (if known) physical appearance

USS The Sullivans (DD-537) is a World War II Fletcher class destroyer. She was built by the Bethlehem Steel Company in San Francisco, California. She was launched April 4, 1943, and was commissioned September 30, 1943.

As the United States in World War II built more Fletcher class destroyers than any other, this class is particularly significant and played a major role in our nation's victory at sea. This class was the first to break with design practices that had developed as a result of the London Treaty of 1930. Fletcher class destroyers were flush deckers with two funnels and five 5-inch guns. They were larger in size than any previous class of destroyers and when fully loaded carried the fuel, ammunition, and stores needed for extensive sea duty in the Pacific. Their larger size enabled them to employ their 5-inch guns in enclosed mounts. They had 10 torpedo tubes in two quintuple banks, depth charges, and large batteries of antiaircraft guns.

Specific ship data concerning USS The Sullivans is:

Length Overall: 376 feet

Beam: 40 feet

Design Displacement: 2,325 tons

Full Load Displacement: 2,924 tons

Boilers: 4-Babcock & Wilcox

Turbines: 2-shaft General Electric

Fuel Oil capacity: 492 tons

Maximum Speed: 35 knots

Armament: Five 5-inch/35 caliber guns, 10 torpedo tubes, depth charges, and various combinations of antiaircraft guns.

Crew: 273 wartime

USS The Sullivans was modernized in the 1950s to meet the changing conditions of naval warfare. One 5-inch gun and both quintuple banks of torpedo tubes were removed. Six deck-mounted torpedo tubes, loaded with modern Mark 44 torpedoes were installed. USS The Sullivans is in good condition and retains much of her World War II integrity. The interior spaces of USS The Sullivans are not open to the public, at this time, because of the presence of asbestos fibers. As soon as the asbestos fibers are removed the interior of the ship will be restored and opened to the public.

8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400–1499	archeology-historic	conservation	law	science	
1500–1599	agriculture	economics	literature	sculpture	
1600–1699	architecture	education	X military	social	
1700–1799	art	engineering	music	humanitarian	
1800–1899	commerce	exploration settlement	philosophy	theater	
X 1900–	communications	industry	politics government	transportation	
		invention		other (specify)	

Specific dates 1943-1945 **Builder Architect** Bethlehem Steel Company

Statement of Significance (in one paragraph)

General Statement: The role of the Destroyer in World War II

The destroyer had its origin in the late-19th century with the development of the first self-propelled torpedo. Navies quickly developed small fast torpedo boats designed to attack and sink larger battleships and cruisers. As a counter against torpedo boats, navies built a slightly larger ship, armed with torpedoes and heavier guns. These 900-ton ships were known as torpedo boat destroyers. World War I showed these ships suited to protecting larger ships against surface, submarine, and air attack. Also, they proved more effective offensively than torpedo boats, and assumed the attack role. By the end of World War I, they were simply known as "destroyers."[1]

The destroyer during World War II continued in this role as an all-purpose ship ready to fight off attacks from the air, on the surface, or from below the sea. They could be called upon to give fire support to troops, deliver mail and people to other ships, rescue pilots who had been forced down at sea, and to serve as the distant early warning eyes of the fleet in hostile waters.[2] Destroyers did not have the glamour of a battleship or an aircraft carrier but without them the aircraft carrier and battleship would be helpless against enemy submarines. They were all-purpose ships whose support of general fleet operations was vital. No aircraft carrier or battleship ever proceeded into enemy waters without an escort of destroyers.

USS The Sullivans represents American destroyers that fought against Japan in World War II for the following reasons:

1. USS The Sullivans is a World War II Fletcher class destroyer. The Fletcher class was the largest and most important class of U.S. destroyers to serve in the war. The Fletcher class formed the backbone of U.S. destroyer forces in World War II.

2. USS The Sullivans was named after the five Sullivan brothers who were killed when USS Juneau was lost in action in mid-November 1942.

3. USS The Sullivans served with distinction in World War II. From 1943 until 1945 USS The Sullivans took part in some of the most intense combat in the Pacific. USS The Sullivans earned 9 battle stars for her World War II service.

4. USS The Sullivans is in good condition and retains much of her World War II integrity.

FOOTNOTES

[1]No author. USS Kidd (Information Brochure) March 1984.

[2]Scott Judd Harmon, The USS Cassin Young (DD-793) (Unpublished Manuscript, Boston National Historical Park, 1984), p. 5.

BIBLIOGRAPHY

Chesnau, Roger. Conway's All the World's Fighting Ships 1922-1946. New York: Mayflower Books, 1980.

No Author. USS Kidd (Information Brochure) March 1984.

Harmon, Scott Judd. The USS Cassin Young (DD-793). Unpublished Manuscript: Boston National Historical Park, 1984.

Preston, Anthony. Destroyers. Englewood Cliffs, New Jersey: Prentice Hall, 1977.

Schofield, William G. Destroyers--60 Years. New York: Randy McNally & Company, 1962.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Buffalo SE Quadrangle scale 1:25,000

UTM References

	Zone	Easting	Northing
A	17	673210	4174818 8161010
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

City of Buffalo

Northeastern United States

Open all year for all types of social activities, i.e. Parties, Business Meetings, Boy Scouts, Girl Scouts and Organized Group Encampments.

The Buffalo and Erie County Naval & Servicemen's Park is supported in part by the City of Buffalo, the County of Erie and other private sources.

BUFFALO & ERIE COUNTY NAVAL & SERVICEMEN'S PARK

1 Naval Park Cove, Buffalo, N. Y. 14202
716-847-1773

The only inland Naval Park in the nation.

YOU WILL BOARD AND INSPECT
TWO OF AMERICA'S FIRST-LINE
FIGHTING SHIPS

THE GUIDED MISSILE LIGHT CRUISER

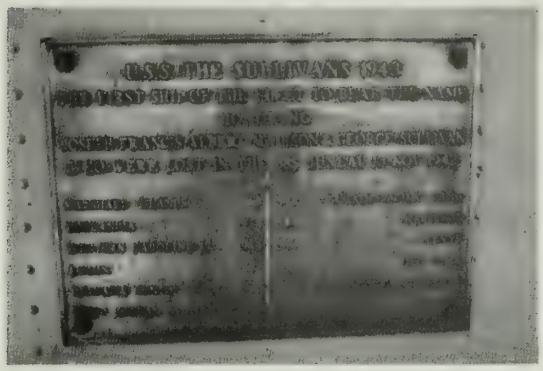
LITTLE ROCK

and a Battle-Scarred Veteran of World War II

THE SULLIVANS

Open Daily April 1 to Nov..30 — Weather Permitting

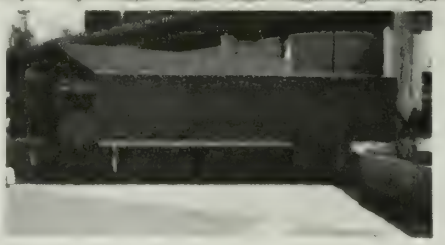
The Sullivans



In the Solomon Islands on November 13, 1942, the cruiser Juneau — part of our American task force that included the carriers Hornet and Enterprise —engaged the Japanese "Tokyo Express" on its way to shell our positions on Guadalcanal.

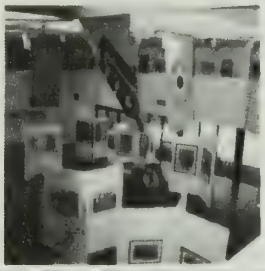
In the furious battle that lasted only 24 minutes, every ship in the group was sunk or badly damaged and the Juneau went down, the victim of an enemy submarine, with the loss of 700 men including the five Sullivan brothers.

Due to the sacrifice of five young men from one family, a campaign for private funds was proposed by Representatives in Congress to create a memorial in honor of the fighting Sullivans so that they will live forever in the heart of a grateful nation. "The Sullivans" is that memorial.



Naval and Servicemen's Museum

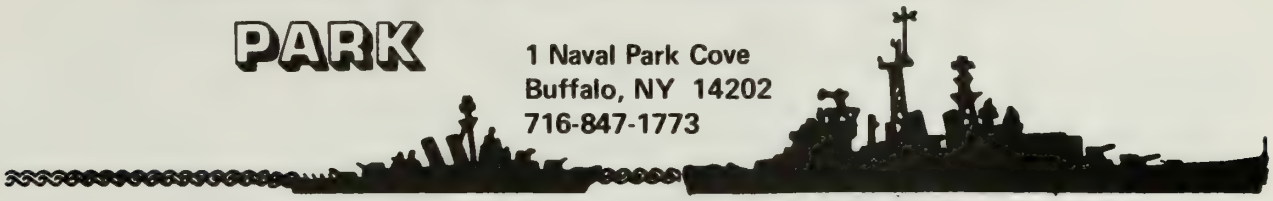
The Naval and Servicemen's Museum and Visitors' Center and a Ship's Store where you will want to purchase a memento of your visit.



The Sullivans and the Little Rock, on loan from the United States Navy, are located in a six acre site at the south end of Main Street with parking spaces for 400 cars.

BUFFALO and ERIE COUNTY NAVAL & SERVICEMEN'S PARK

1 Naval Park Cove
Buffalo, NY 14202
716-847-1773



U.S.S. The Sullivans U.S.S Little Rock

Welcome to the Naval & Servicemen's Park

To make your tour more enjoyable and informative, we have assigned numbers to the viewing areas aboard both ships. An explanation following each number will provide information pertinent to that area. Any additional questions will be answered by naval park staff.

"U.S.S. LITTLE ROCK"
(Light Cruiser, Missile Firing)

Commissioned:	1945
Decommissioned:	1976
Displacement:	12,000 Tons
Length:	610 Feet
Beam (Width):	66 Feet
Complement:	1,100 Enlisted Men
	150 Officers
U.S. Marine Corps Detachment:	150 Men and Officers

"U.S.S. THE SULLIVANS"
(Fletcher Class Destroyer)

Commisssioned:	1943
Decommissioned:	1965
Displacement:	2, 050 Tons
Length:	376 Feet
Beam (Width):	39 Feet
Complement:	290 Enlisted Men
	20 Officers

'U S S THE SULLIVANS'

AREA

#1 **20 MM** - Used in World War and Korean Conflict against enemy aircraft

#2 **STERN & 5"/38** – Also known as Fantail On starboard side of the fantail you have the depth-charge rack, also known as ash cans. Used against enemy submarines The single 5"/38 gun mount was also located on the stern, manned by 11 men Defense against enemy aircraft and surface targets. Range 9 miles

#3 **5"/38 UPPER HANDLING ROOM** – This Handling Room was used to hoist the ammunition from the magazine below the waterline to the gun mount above

#4 **CREW'S HEAD & WASHROOM** – Used by approximately 125 men, berthed in the after compartment of the ship

#5 **BARBER SHOP**

#6 **LAUNDRY** – This small laundry room supplied the entire crew with clean clothes and linen

#7 **SHIP GALLEY**

#8 **HEDGE HOGS** - These rockets were used for submarine defense They were fired at the submarine in a pattern and exploded at the depth of the enemy submarine

#9 **CAPTAIN'S GIG** - This is a 26' motor whale boat, diesel powered. Used as the Captain's gig.

#10 **RADIO ROOM** – All messages were sent and received & communications with other ships were transmitted from this room.

#11 **NAVIGATION ROOM** – This room contained publications on electronic navigation methods. This room also contained LORAN (Long Range Navigation system) which provides a means of obtaining accurate navigational positions from pulsed radio signals radiated from land-based transmitters

#12 **SONAR ROOM** – Used to detect enemy submarines.

#13 **CAPTAIN'S SEA CABIN** - The Captain slept in this room when the ship was underway

#14 **PILOT HOUSE & NAVIGATION BRIDGE** – All ship movement (speed and direction) controlled by equipment seen here The helm, or wheel engine telegraph and alarm signals.

#15 **TORPEDO TUBES** - These tubes fired the Mark 44 Torpedo at enemy submarines.

#16 **FORECASTLE** – This is the "fo'c's'le" which contains the ground tackle used to anchor or moor the ship to the pier The anchor on deck weighs 4,000 lbs (2 Tons)

#17 **WARD ROOM** – "Sullivans" Memorial

#18 **CAPTAIN'S IN-PORT CABIN** – The Captain slept in this room when the ship was in port.

#19 **COMBAT INFORMATION CENTER (CIC)** – The CIC is the nerve center of the ship. It has a 5-fold function to collect, process, display evaluate, and disseminate information from sources both inside and outside the ship A wide range of electronic equipment is installed in CIC radar sonar, electronic warfare interception. Radar installations will include both air and surface search and fire control

#20 **BOAT DAVITS** – Used to raise and lower the boats into the water

#21 **SICK BAY** – In sailing-ship days it became customary to uncover when entering the Sick Bay, out of respect for the dying and the dead Modern medicine makes the Sick Bay a place where men are usually healed and/or cured This Sick Bay treated many wounded sailors and servicemen during World War II

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

USS The Sullivans
Buffalo SE Quadrangle
17/673280/4748860

1. USS The Sullivans
2. Buffalo, New York
3. Richard E. Beck
4. 1985
5. Buffalo and Erie County Naval & Servicemen's Park
6. Exterior view of USS Little Rock and USS The Sullivans
7. 1

1. USS The Sullivans
2. Buffalo, New York
3. Richard E. Beck
4. 1985
5. Buffalo and Erie County Naval & Servicemen's Park
6. Exterior view of USS The Sullivans
7. 2

537

1. USS The Sullivans
2. Buffalo, New York
3. Richard E. Beck
4. 1985
5. Buffalo and Erie County Naval & Servicemen's Park
6. Aft 5" Deck Guns
7. 3

United States Department of the Interior
National Park Service

For NPS use only

received

date entered

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Laffey (DD-724)

and or common

2. Location

street & number West of Mount Pleasant on the east side of Charleston Harbor N/A not for publication

city, town Mt. Pleasant ___ vicinity of

state South Carolina code 045 county Charleston code 019

3. Classification

Category	Ownership	Status	Present Use	
___ district	X public	X occupied	___ agriculture	X museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Patriots Point Development Authority, State of South Carolina

street & number Post Office Box 986

city, town Mount Pleasant N/A vicinity of state South Carolina 29464

5. Location of Legal Description

courthouse, registry of deeds, etc. Charleston County Courthouse

street & number 2 Courthouse Square

city, town Charleston state South Carolina 29401

6. Representation in Existing Surveys

title National Register Nomination Form has this property been determined eligible? X yes ___ no

date 1983 ___ federal X state ___ county ___ local

depository for survey records National Park Service, Interagency Resources Division

city, town Washington state DC 20013-7127

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	N/A original site
___ good	___ ruins	X altered	___ moved date
X fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Laffey (DD 724) is a World War II Allen M. Sumner class destroyer. She was built by the Bath Iron Works, Bath, Maine. USS Laffey was launched on November 21, 1943, and was commissioned on February 8, 1944.

The Allen M. Sumner class was intended by the Navy to be an interim design between the Fletcher class and the soon to be built improved Gearing class. The Allen M. Sumner class was an improved design based on a twin enclosed 5-inch/38 caliber gun mount originally used for heavier ships. One advantage over the previous Fletcher class was reduced crowding along the centerline of the ship which made it easier to mount additional light antiaircraft guns. In all other respects the Allen M. Sumner class and the Fletcher class were similar.

Specific ship data concerning USS Laffey is:

Length:	377 feet
Beam:	40 feet
Design Displacement:	2,610 tons
Full Load Displacement:	3,218 tons
Boilers:	4-Babcock & Wilcox
Turbines:	2-shaft General Electric
Fuel Oil Capacity:	504 tons
Maximum Speed:	37 knots
Armament:	Six 5-inch/38 caliber guns (3 x 2), Ten torpedo tubes, depth charges, and various combinations of antiaircraft guns.
Crew:	336 wartime[1]

During mothballing and reactivation in 1947-51, USS Laffey's 40mm and 20mm guns were removed. In 1962 the ship underwent a Fram II overhaul (Fleet Repair and Modernization) during which a helicopter platform was mounted for the DASH (Drone Antisubmarine Helicopter) weapon system. Two hedgehog depth charge launchers and two amidship (between the funnels) sidelaunching torpedo racks replaced the original depth charge and torpedo-launching apparatus.[2]

USS Laffey is in fair condition and is in need of painting and repair work. Although modernized since World War II USS Laffey retains much of her integrity as an Allen M. Sumner class destroyer. Her hull, superstructure, main guns and much of her equipment date from World War II.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	X military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1943-1945 **Builder/Architect** Bath Iron Works

Statement of Significance (in one paragraph)

General Statement: The role of the Destroyer in World War II

The destroyer had its origin in the late-19th century with the development of the first self-propelled torpedo. Navies quickly developed small fast torpedo boats designed to attack and sink larger battleships and cruisers. As a counter against torpedo boats, navies built a slightly larger ship, armed with torpedoes and heavier guns. These 900-ton ships were known as torpedo boat destroyers. World War I showed these ships suited to protecting larger ships against surface, submarine, and air attack. Also, they proved more effective offensively than torpedo boats, and assumed the attack role. By the end of World War I, they were simply known as "destroyers."[3]

The destroyer during World War II continued in this role as an all-purpose ship ready to fight off attack from the air, on the surface, or from below the sea. It could be called upon to give fire support to troops, deliver mail and people to other ships, rescue pilots who had been forced down at sea, and to serve as the distant early warning eyes of the fleet in hostile waters.[4] Destroyers did not have the glamour of a battleship or an aircraft carrier but without them the aircraft carrier and battleship would be helpless against enemy submarines. They were all-purpose ships whose support of general fleet operations was vital. No aircraft or battleship ever proceeded into enemy waters without an escort of destroyers.

USS Laffey represents American destroyers that fought against Japan in World War II for the following reasons:

1. USS Laffey is a World War II Allen M. Sumner class destroyer. She is the only surviving Allen M. Sumner class destroyer in the United States today. The Allen M. Sumner class and the previous Fletcher class provided the bulk of the destroyer forces that fought against the Axis in World War II.

2. USS Laffey is the only surviving World War II destroyer that saw service in the Atlantic. During May 1944 she escorted a convoy to Great Britain and on D-Day she bombarded "Utah" beach at Normandy.

3. In November 1944 USS Laffey moved to the Pacific for action against the Japanese. On April 16, 1945, USS Laffey fought one of the most famous destroyer-kamikaze duels of the Pacific war when, in the space of 90 minutes, she was attacked by 22 Japanese kamikazes and bombers. During this action

USS Laffey was hit by five kamikazes and two bombs killing 32 and wounding 71 of her crew. USS Laffey managed to shoot down 11 of the attacking planes and although severly damaged was still able to fight and to steam away under her own power. USS Laffey earned five battle stars and a Presidential Unit Citation for her World War II service.

4. USS Laffey is in fair condition and is in need of painting and repair work. Although modernized since World War II USS Laffey retains much of her integrity as an Allen M. Sumner class destroyer. Her hull, superstructure, main guns, and much of her equipment date from World War II.

FOOTNOTES

1. Roger Chesnau, ed., Conway's All the World's Fighting Ships 1922-1946 (New York: Mayflower Books, 1980), p. 132.

2. Dr. Clark Reynolds, "National Register of Historic Places Inventory USS Laffey" (Mt. Pleasant, South Carolina: Patriots Point Naval and Maritime Museum, 1983), p. 2.

3. No Author, USS Kidd (Information Brochure) March 1984.

4. Scott Judd Harmon, The USS Cassin Young (DD-793) (Unpublished Manuscript, Boston National Historical park, 1984), p. 5.

BIBLIOGRAPHY

Cheasnau, Roger, ed., Conway's All the World's Fighting Ships 1922-1946. New York: Mayflower Books, 1980.

Harmon, Scott Judd. The USS Cassin Young (DD-793). Unpublished Manuscript: Boston National Historical Park, 1984.

No Author, USS Kidd Information Brochure, 1984.

Preston, Anthony. Destroyers. Englewood Cliffs, New Jersey: Prentice Hall, 1977.

Reynolds, Clark. "National Register of Historic Places Inventory USS Laffey." Mt. Pleasant, South Carolina: Patriots Point Naval and Maritime Museum, 1983.

Schofield, William G. Destroyers--60 Years. New York: Randy McNally & Company, 1962.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Charleston, SC Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	17	601221810	3162183010
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

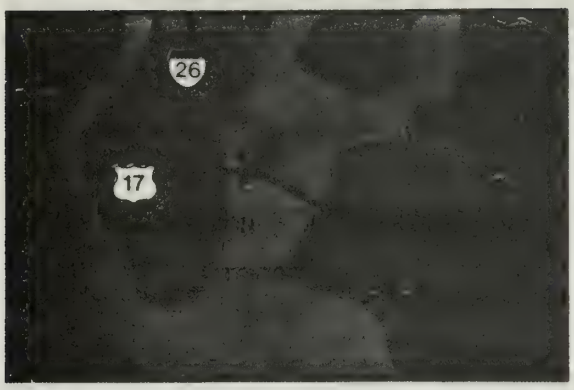
Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

OPEN DAILY



Charleston Harbor

Patriots Point is located in Mt. Pleasant, S.C. From Charleston, just cross the Cooper River bridge on Hwy. 17 North, stay to the right at the foot of the bridge, and turn at the traffic light.

PATRIOTS POINT

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150M/12/81 Printed in U.S.A.

VISIT

PATRIOTS POINT

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Charleston Harbor, S.C.

Aircraft Carrier
Yorktown

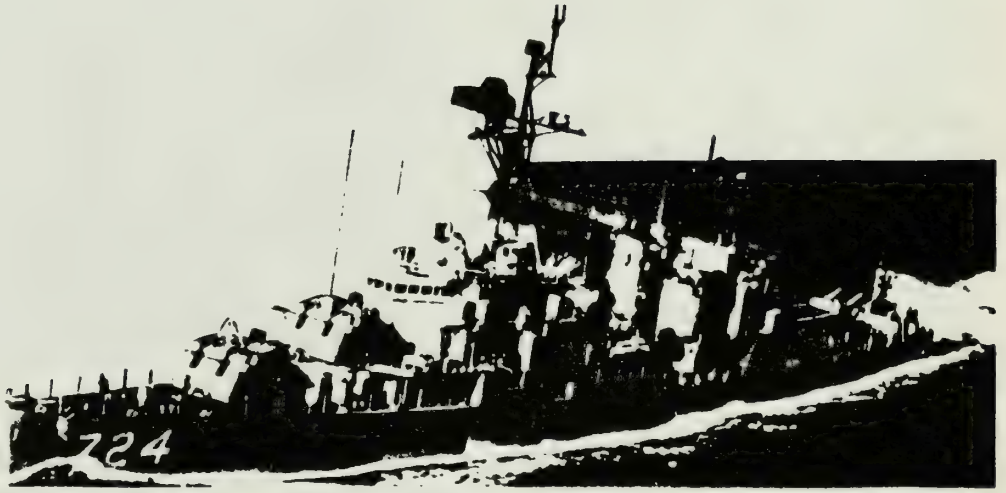
Destroyer
Laffey

Nuclear Ship
Savannah

Submarine
Clamagore

PATRIOTS POINT LINKS

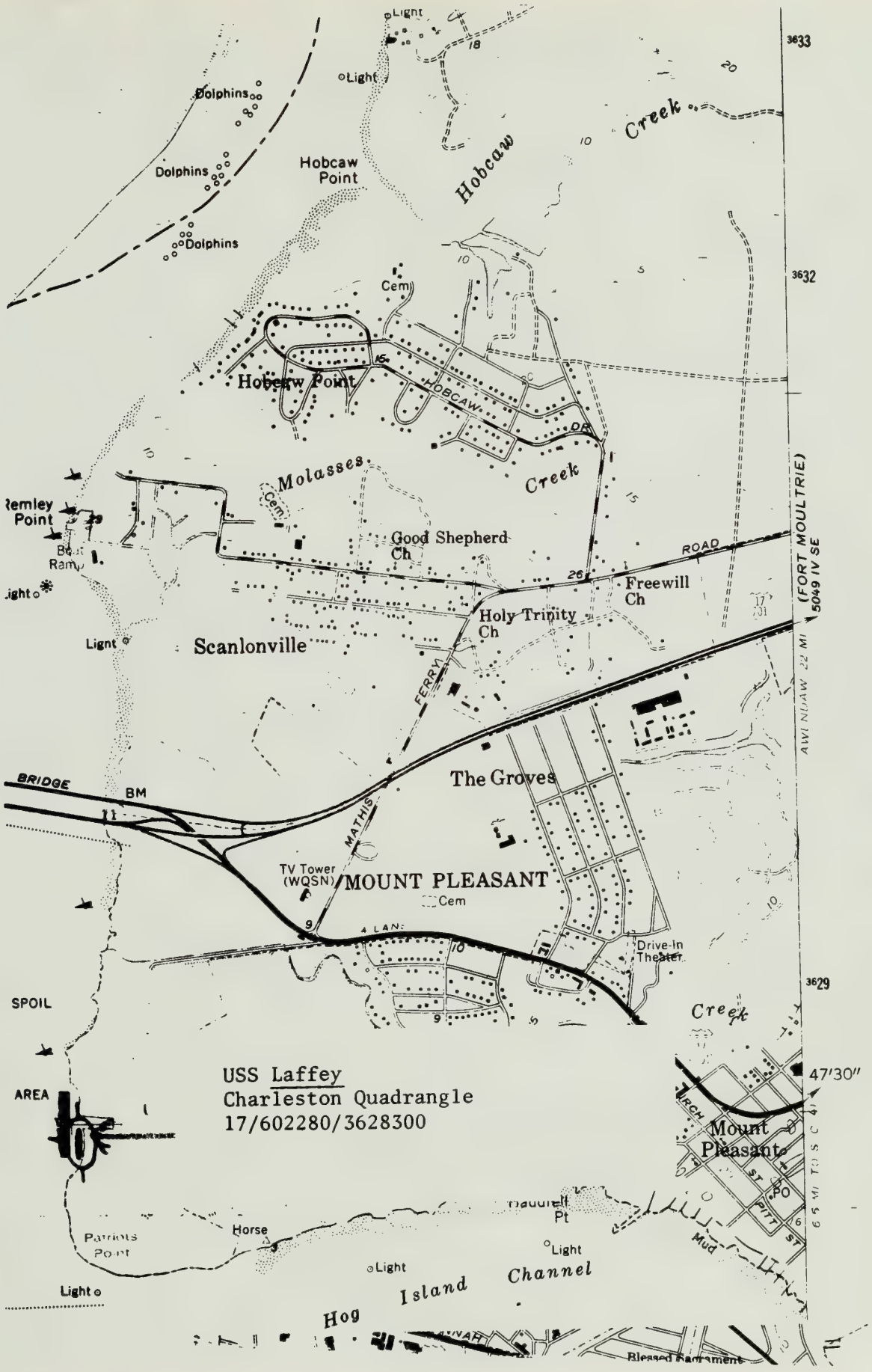
Destroyer
Laffey



The heroic destroyer LAFFEY (DD-724), commissioned February 8, 1944, participated in the D-Day landings of Allied troops at Normandy four months later. Transferred to the Pacific, she was crashed by five Japanese Kamikaze suicide planes and hit by three bombs during one hour on April 16, 1945, off Okinawa. Her gallant crew not only kept her afloat but managed to shoot down eleven planes during the attack. After World War II, the LAFFEY served during the Korean War and then in the Atlantic Fleet until decommissioned in 1975.

A tour route on the LAFFEY lets you see her bridge, battle stations, living quarters, and displays of destroyer activities.

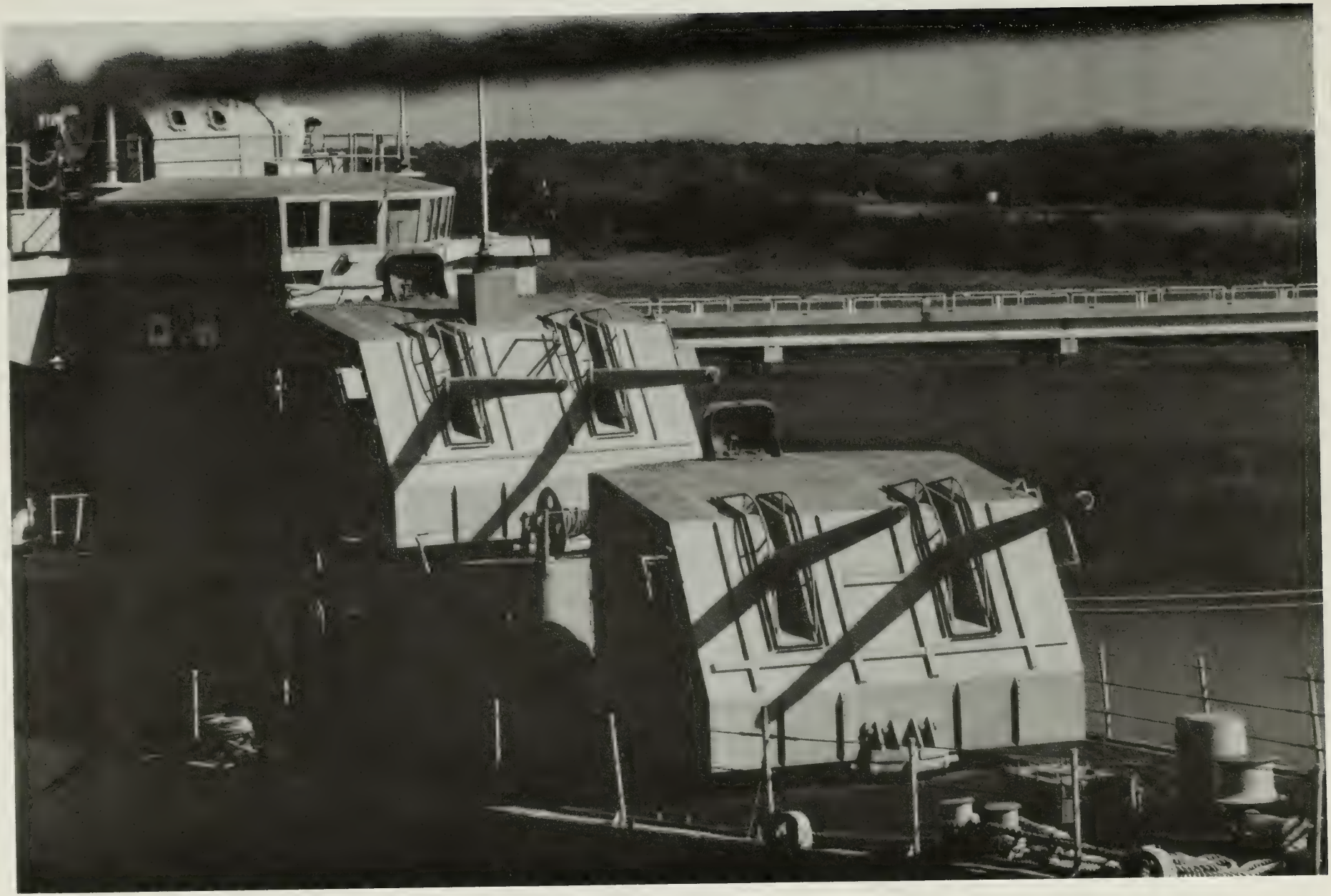
Length: .....376.5 feet
Displacement: .....2,200 tons
Speed: .....34 knots
Crew: .....336 men
Armament: ..... 6-5"/38 cal. guns,
2 depth charge launchers,
2 torpedo racks



USS Laffey
Charleston Quadrangle
17/602280/3628300

1. USS Laffey
2. Patriots Point, South Carolina
3. Patriots Point Naval and Maritime Museum
4. 1985
5. Patriots Point Naval and Maritime Museum
6. Exterior Side view
7. Photo #1

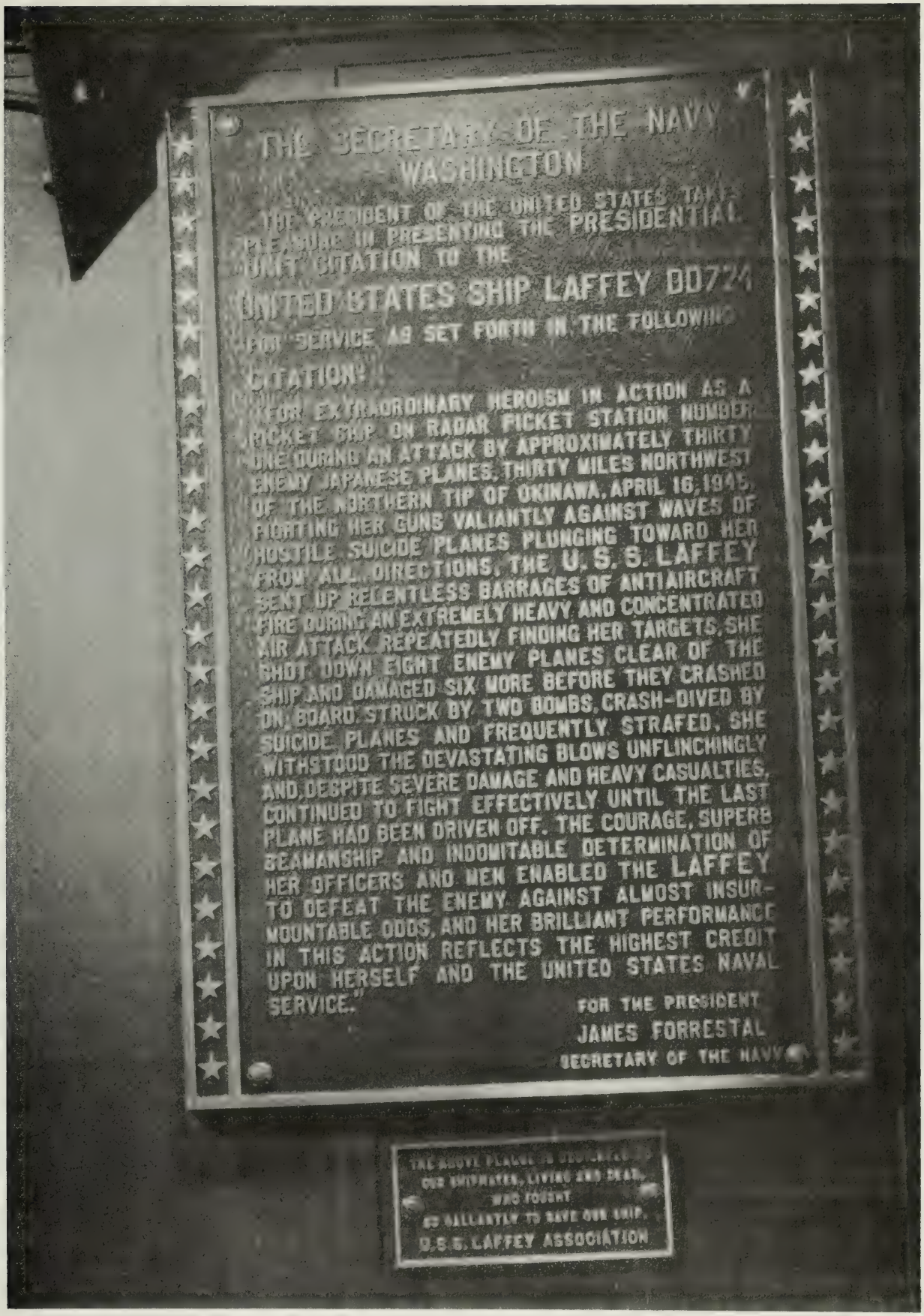
1. USS Laffey
2. Partiots Point, South Carolina
3. Patriots Point Naval and Maritime Museum
4. 1985
5. Patriots Point Naval and Maritime Museum
6. Forward twin 5"/38 caliber gun mounts
7. Photo #2



1. USS Laffey
2. Patriots Point, South Carolina
3. Patriots Point Naval and Maritime Museum
4. 1985
5. Patriots Point Naval and Maritime Museum
6. Flight Deck and Helo Hanger
7. Photo #3

1. USS Laffey
2. Patriots Point, South Carolina
3. Patriots Point Naval and Maritime Museum
4. 1985
5. Patriots Point Naval and Maritime Museum
6. Bridge
7. Photo #4

1. USS Laffey
2. Partiots Point, South Carolina
3. Patriots Point Naval and Maritime Museum
4. 1985
5. Patriots Point Naval and Maritime Museum
6. Presidential Unit Citation
7. Photo #5


THE SECRETARY OF THE NAVY
WASHINGTON
THE PRESIDENT OF THE UNITED STATES TAKES
PLEASURE IN PRESENTING THE PRESIDENTIAL
UNIT CITATION TO THE
UNITED STATES SHIP LAFFEY DD724
FOR SERVICE AS SET FORTH IN THE FOLLOWING
CITATION:
"FOR EXTRAORDINARY HEROISM IN ACTION AS A
PICKET SHIP ON RADAR PICKET STATION NUMBER
ONE DURING AN ATTACK BY APPROXIMATELY THIRTY
ENEMY JAPANESE PLANES, THIRTY MILES NORTHWEST
OF THE NORTHERN TIP OF OKINAWA, APRIL 16, 1945.
FIGHTING HER GUNS VALIANTLY AGAINST WAVES OF
HOSTILE SUICIDE PLANES PLUNGING TOWARD HER
FROM ALL DIRECTIONS, THE U. S. S. LAFFEY
SENT UP RELENTLESS BARRAGES OF ANTIAIRCRAFT
FIRE DURING AN EXTREMELY HEAVY AND CONCENTRATED
AIR ATTACK, REPEATEDLY FINDING HER TARGETS, SHE
SHOT DOWN EIGHT ENEMY PLANES CLEAR OF THE
SHIP AND DAMAGED SIX MORE BEFORE THEY CRASHED
ON, BOARD, STRUCK BY TWO BOMBS, CRASH-DIVED BY
SUICIDE PLANES AND FREQUENTLY STRAFED, SHE
WITHSTOOD THE DEVASTATING BLOWS UNFLINCHINGLY
AND, DESPITE SEVERE DAMAGE AND HEAVY CASUALTIES,
CONTINUED TO FIGHT EFFECTIVELY UNTIL THE LAST
PLANE HAD BEEN DRIVEN OFF. THE COURAGE, SUPERB
SEAMANSHIP AND INDOMITABLE DETERMINATION OF
HER OFFICERS AND MEN ENABLED THE LAFFEY
TO DEFEAT THE ENEMY AGAINST ALMOST INSUR-
MOUNTABLE ODDS, AND HER BRILLIANT PERFORMANCE
IN THIS ACTION REFLECTS THE HIGHEST CREDIT
UPON HERSELF AND THE UNITED STATES NAVAL
SERVICE."
FOR THE PRESIDENT
JAMES FORRESTAL
SECRETARY OF THE NAVY
THE ABOVE PLAQUE IS DEDICATED TO
OUR SHIPMATES, LIVING AND DEAD,
WHO FOUGHT
SO GALLANTLY TO SAVE OUR SHIP.
U.S.S. LAFFEY ASSOCIATION

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Joseph P. Kennedy Jr. (DD-850)

and or common

2. Location

street & number Battleship Cove ___ not for publication

city, town Fall River ___ vicinity of

state Massachusetts code 025 county Bristol code 005

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	X museum
___ building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name USS Massachusetts Memorial Committee, Inc.

street & number Battleship Cove

city, town Fall River ___ vicinity of state Massachusetts 02721

5. Location of Legal Description

courthouse, registry of deeds, etc. Registry of Deeds

street & number 441 North Main Street

city, town Fall River state Massachusetts 02721

6. Representation in Existing Surveys

title National Register Nomination Form has this property been determined eligible? X yes ___ no

date 1976 ___ federal X state ___ county ___ local

depository for survey records National Park Service, Interagency Resources Division

city, town Washington state DC 20013-7127

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	... unaltered	N/A original site
_X_ good	___ ruins	_X_ altered	... moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Joseph P. Kennedy, Jr. (DD-850) is a World War II Gearing class destroyer. She was built by the Bethlehem Steel Company at Quincy, Massachusetts. She was launched on July 26, 1945, and commissioned on December 15, 1945.

The Gearing class destroyers represented the ultimate development in wartime US destroyer design. They were Sumners lengthened by 14 feet to increase fuel capacity and, at the same time, reduce wavemaking resistance and so restore some speed. They were sometimes referred to as "long hulled Sumners." [1] Otherwise they were similiar to the previously designed Allen M. Sumner class of destroyers.

Specific ship data concerning USS Joseph P. Kennedy is:

Length:	391 feet
Beam:	41 feet
Design Displacement:	2616 tons
Full Load Displacement:	3460 tons
Boilers:	4-Babcock & Wilcox
Turbines:	2-shaft General Electric
Fuel Oil Capacity:	740 tons
Maximum Speed:	37 knots
Armament:	Six 5-inch/38 caliber guns (3 x 2), Ten 21-inch Torpedo Tubes, depth charges and various combinations of antiaircraft guns.
Crew:	336 wartime

In 1961 USS Joseph P. Kennedy, Jr. was extensively modernized into an ASW (anti-submarine warfare) destroyer. The torpedoes were replaced by guided missile equipment (ASROC launchers) and a remote control Dash Helicopter (no longer extant) was installed on the after deck.[2]

USS Joesph P. Kennedy, Jr. is in good condition and, although modified, retains much of her World War II integrity.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	X music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1945 **Builder/Architect** Bethlehem Steel Company

Statement of Significance (in one paragraph)

General Statement: The role of the Destroyer in World War II

The destroyer had its origin in the late-19th century with the development of the first self-propelled torpedo. Navies quickly developed small fast torpedo boats designed to attack and sink larger battleships and cruisers. As a counter against torpedo boats, navies built a slightly larger ship, armed with torpedoes and heavier guns. These 900-ton ships were known as torpedo boat destroyers. World War I showed these ships suited to protecting larger ships against surface, submarine, and air attack. Also, they proved more effective offensively than torpedo boats, and assumed the attack role. By the end of World War I, they were simply known as "destroyers."[3]

The destroyer during World War II continued in this role as an all-purpose ship ready to fight off attack from the air, on the surface, or from below the sea. It could be called upon to give fire support to troops, deliver mail and people to other ships, rescue pilots who had been forced down at sea, and to serve as the distant early warning eyes of the fleet in hostile waters.[4] Destroyers did not have the glamour of a battleship or an aircraft carrier, but without them the aircraft carrier and battleship would be helpless against enemy submarines. They were all-purpose ships whose support of general fleet operations was vital. No aircraft or battleship ever proceeded into enemy waters without an escort of destroyers.

USS Joseph P. Kennedy, Jr. represents American destroyers that fought against Japan in World War II for the followig reasons:

1. USS Joseph P. Kennedy, Jr. is a World War II Gearing class destroyer. Although none of the Gearing class was built in time to see much World War II service the class represented the ultimate stage in World War II destroyer design. Knowledge gained from the construction of the previous Fletcher and Allen M. Sumner classes was incorporated into the Gearing class. All of the Gearing class destroyers remained in service after the war. In later years many of them were converted into specialized ASW ships. All of the Gearings were eventually subject to FRAM reconstruction and modernization. USS Joseph P. Kennedy, Jr. is the sole example of this class that is preserved today. A few of the class remain extant in foreign navies and in USN reserve fleets.

2. USS Joseph P. Kennedy was named for the eldest son of former Ambassador and Mrs. Joseph P. Kennedy. Joseph P. Kennedy, Jr. was a Navy aviator who was killed off the coast of Normandy on a secret bombing mission. Joseph Kennedy's brother, Robert F. Kennedy served on the ship as a radarman, and President John F. Kennedy watched the America Cup races in 1962 from the second deck of the ship.[5]

3. USS Joseph P. Kennedy, Jr. served with distinction during the Korean conflict and during the Cuban Missile Crisis in 1962. She earned two battle stars for her service in Korea.

FOOTNOTES

[1]Roger Chesnau, ed., Conway's All the World's Fighting Ships 1922-1946 (New York: Mayflower Books, 1980), p. 135.

[2]Christine Boulding, "National Register of Historic Places Inventory USS Joseph P. Kennedy, Jr." (Boston, Massachusetts: Massachusetts Historical Commission, 1976), p. 2.

[3]No Author, USS Kidd (Information Brochure) March 1984.

[4]Scott Judd Harmon, The USS Cassin Young (DD-793) (Unpublished Manuscript, Boston National Historical Park, 1984), p. 5.

[5]Boulding, p. 3.

BIBLIOGRAPHY

Boulding, Christine. "National Register of Historic Places Inventory USS Joseph P. Kennedy, Jr." Boston, Massachusetts: Massachueseets Historical Commission, 1976.

Cheasnau, Roger, ed., Conway's All the World's Fighting Ships 1922-1946. New York: Mayflower Books, 1980.

Harmon, Scott Judd. The USS Cassin Young (DD-793). Unpublished Manuscript: Boston National Historical Park, 1984.

No Author, USS Kidd Information Brochure, 1984.

Preston, Anthony. Destroyers. Englewood Cliffs, New Jersey: Prentice Hall, 1977.

Schofield, William G. Destroyer--60 Years. New York: Randy McNally & Company, 1962.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Fall River Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A	19	321000	4619170	B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89–665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

S.O.S.

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or (617) 678-1905

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(Summer hours June 30-Labor Day open 9 a.m. to 6 p.m.)

U.S.S. JOSEPH P. KENNEDY, JR. (DD-850)

THE U.S.S. JOSEPH P. KENNEDY, JR. was built by Bethlehem Steel Company at Quincy, Massachusetts and sailed for the 6th Fleet duty as Flagship of Destroyer Squadron 18. With the advent of war in Korea she carried out reserve training followed by bombardment and convoy exercises to prepare for action defending South Korea from Communist aggression. She joined Task Force 77 off Korea doing duty as a screen for the attack carriers as they pounded the enemy positions and supply lines in support of the Allied siege and occupation of harbor islands.

She took part in carrier operations subsequent to the Jordanian crisis and, thence, joined the Fleet in Norway for NATO joint maneuvers.

In January 1961 she steamed to Washington for the inauguration of John F. Kennedy, brother of her namesake. She later took part in space shots in Project Mercury series and the 1962 threat of offensive missles in Cuba, where she took an active part in the blockade which forced an easing of the crisis.

The Joseph P. Kennedy, Jr. came to Battleship Cove in 1974. She is the headquarters of the TIN CAN SAILORS, INC., a National Destroyermen's organization, and is "home" for a local Naval Cadet detachment.

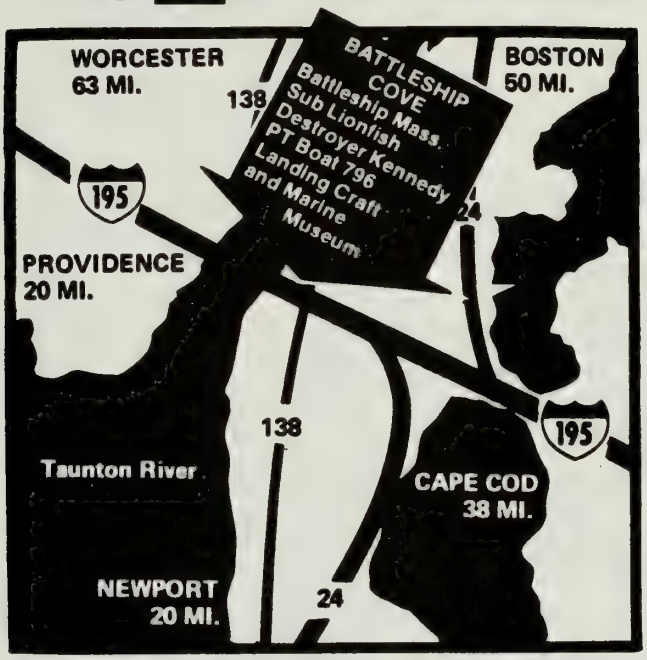
Displacement:	2,425 tons
Length:	390 feet 6 inches
Beam:	41 feet 4 inches
Draft:	18 feet 6 inches
Speed:	35 knots
Crew:	367

Armament:

1 ASROC Launcher w/2 reloads (homing torpedo or nuclear depth charge)
2 triple Torpedo Tubes
4 5-inch 38 Caliber Dual Purpose Guns
1 Drone Anti-submarine Helicopter w/2 Torpedoes or 2 Depth Charges

It's easy to get to Battleship Cove

Stop 3 on the Americana trail



Just follow the signs

Coming from Providence on Route 195, cross the Braga Bridge, take "Milliken Blvd." exit 5 , go left at fork on ramp, left at first stop sign, and left at first traffic light. Proceed down hill to Battleship Cove.

Coming from New Bedford on Route 195, take exit 5, "Davol St." exit, bear right at fork on ramp.

Coming into Fall River on Route 138 from either direction, turn down Central St.

Coming from afar — Take I-195 or Route 24 to Fall River, follow signs to Battleship Cove. (617) 678-1100

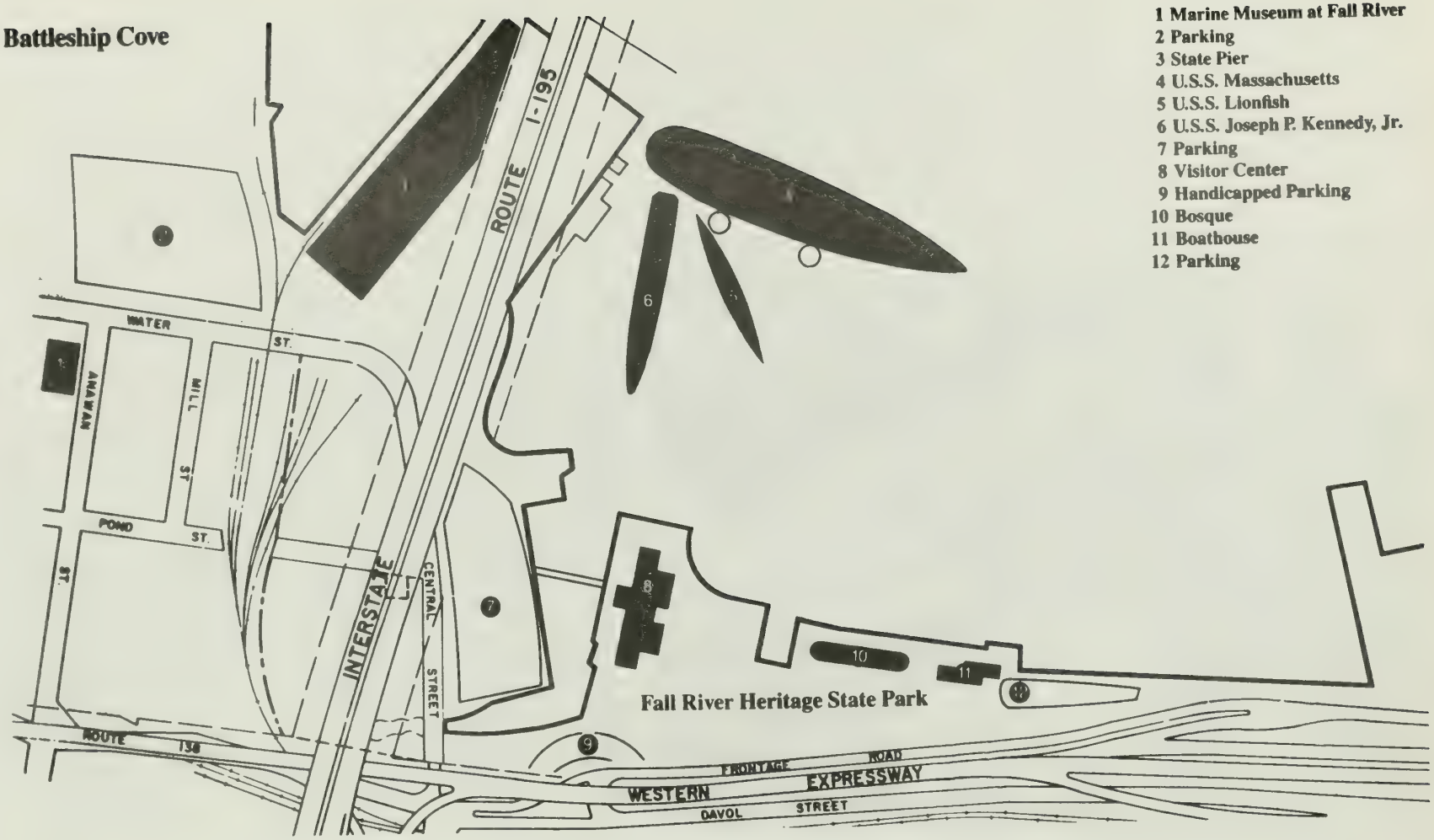
COUNTY COMMISSIONERS

M. Earle Gaudette, Chairman
Patrick H. Harrington
Sylvester Sylvia
Frank Vieira, Treasurer

Produced by the
Bristol County Development Council, Inc.
70 North Second Box BR-976
New Bedford, Ma 02741
Tel. 617-997-1250

Hours subject to change without notice.

Battleship Cove

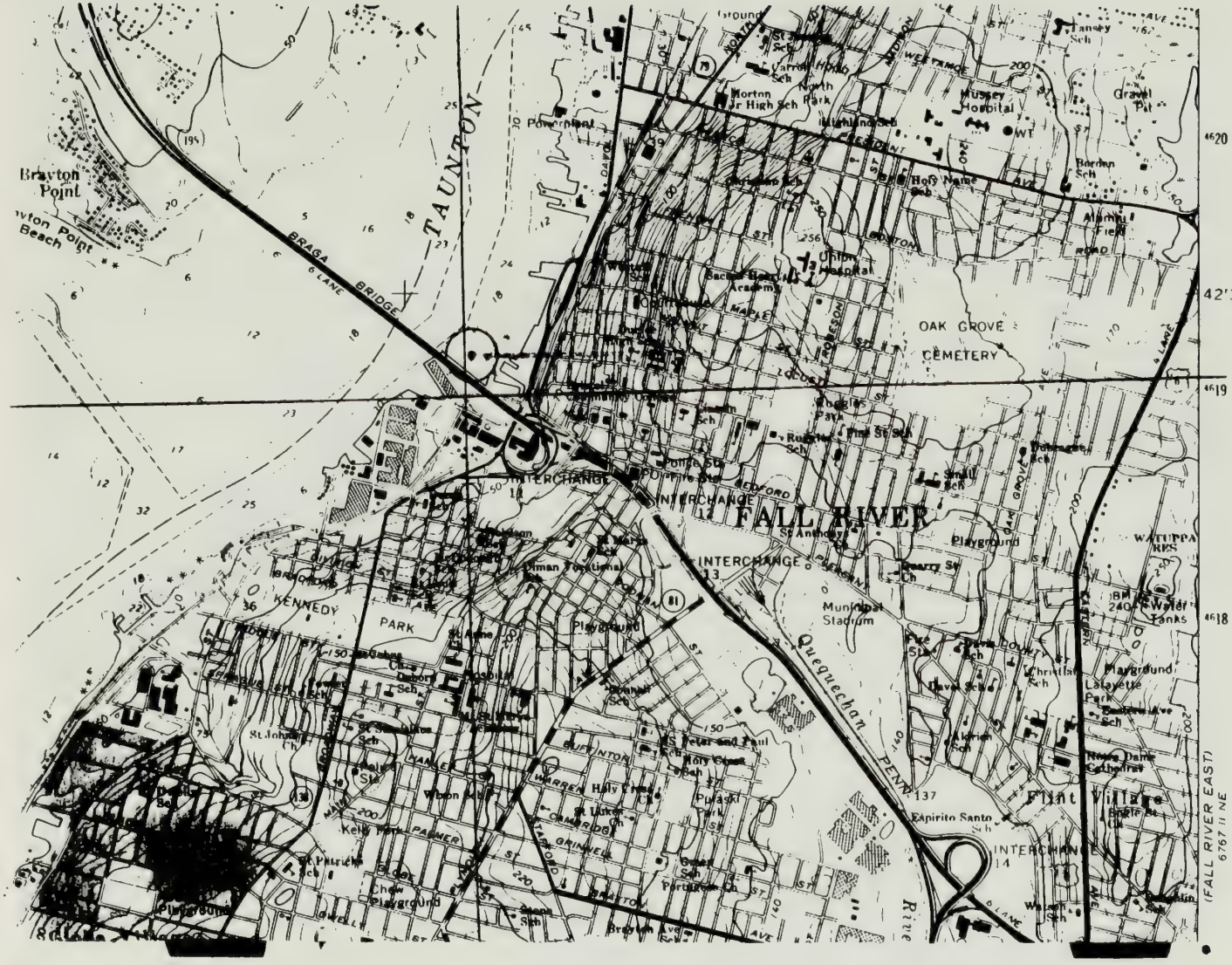


1 Marine Museum at Fall River
2 Parking
3 State Pier
4 U.S.S. Massachusetts
5 U.S.S. Lionfish
6 U.S.S. Joseph P. Kennedy, Jr.
7 Parking
8 Visitor Center
9 Handicapped Parking
10 Bosque
11 Boathouse
12 Parking

FALL RIVER

Massachusetts Department of
Environmental Management
100 Cambridge Street
Boston MA 02202

Commonwealth of
Massachusetts
Michael S. Dukakis
Governor

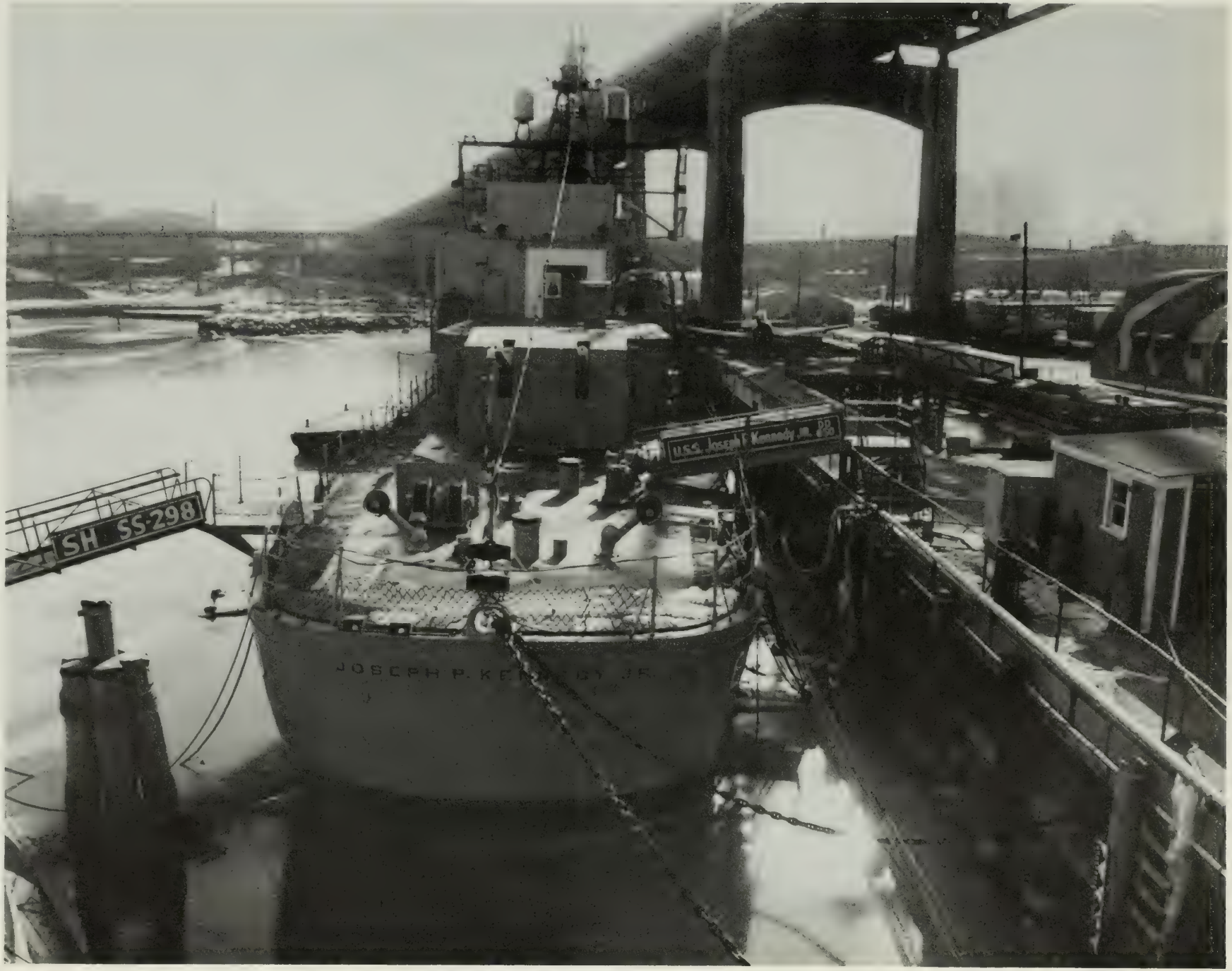


U.S.S. Joseph P. Kennec
Jr.
Fall River, MA
UTM Reference:
19/320020/4619170

1. USS Joseph P. Kennedy, Jr.
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Starboard bow
7. Photo #1

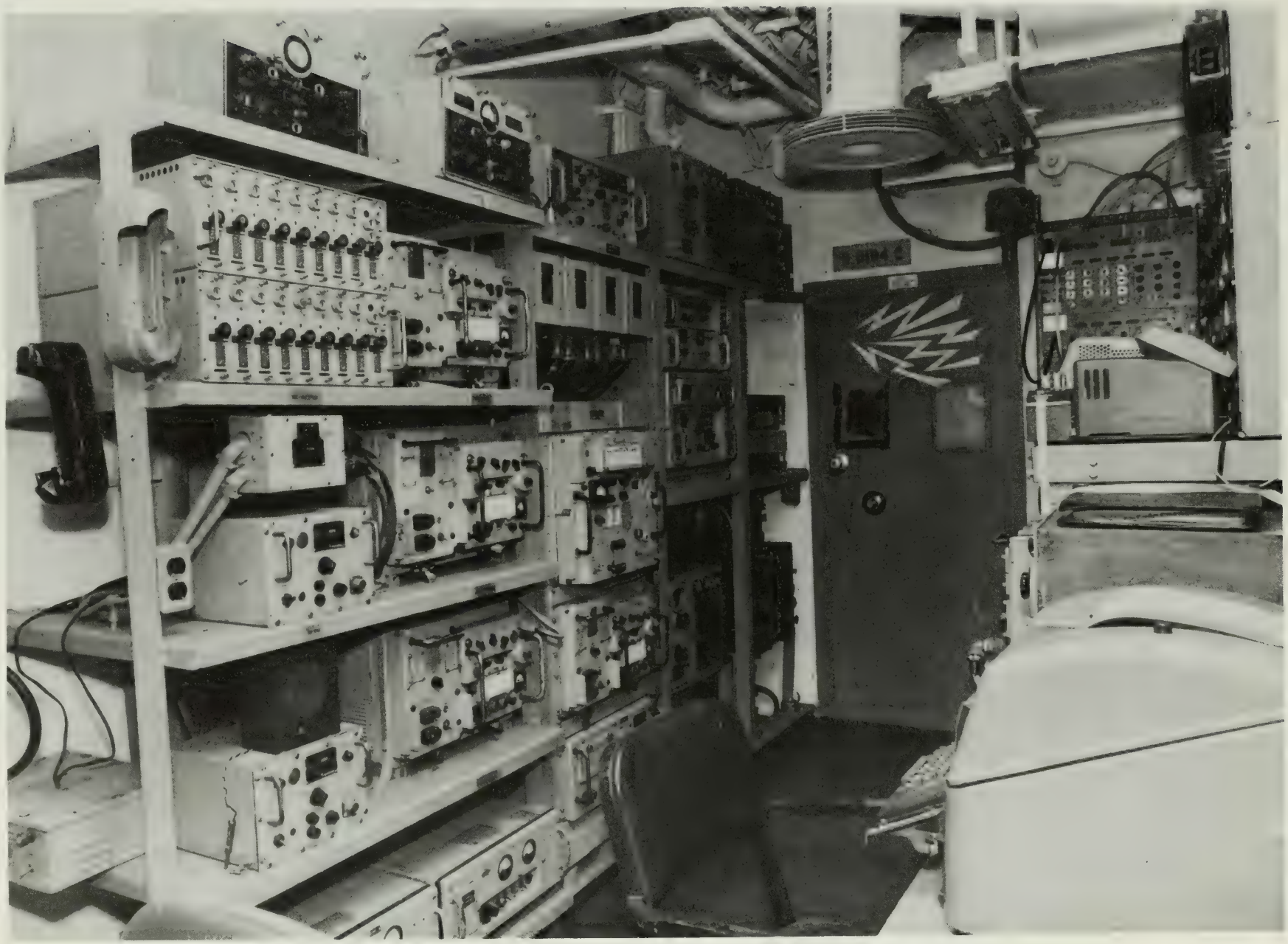
850

1. USS Joseph P. Kennedy, Jr.
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Stern view
7. Photo #2


SH SS-298
USS Joseph P. Kennedy Jr. DD 850

1. USS Joseph P. Kennedy, Jr.
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Bridge
7. Photo #3

1. USS Joseph P. Kennedy, Jr.
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Radio and cryptology departments
7. Photo #4



1. USS Joseph P. Kennedy, Jr.
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Sick bay
7. Photo #5

1. USS Joseph P. Kennedy, Jr.
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Main mess area
7. Photo #6

Coca-Cola

1. USS Joseph P. Kennedy, Jr.
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Crew's quarters
7. Photo #7

1. USS Joseph P. Kennedy, Jr.
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Combat Information Center
7. Photo #8

CIRCLE
R
W

1. USS Joseph P. Kennedy, Jr.
2. Fall River, Masaachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Main Deck--Korea and Vietnam Memorial
7. Photo #9

Submarines

Gato class

13. USS Silversides (Chicago, Illinois)
14. USS Drum (Mobile, Alabama)
15. USS Cobia (Manitowoc, Wisconsin)
16. USS Cod (Cleveland, Ohio)

Balao class

17. USS Bowfin (Honolulu, Hawaii)
18. USS Pampanito (San Francisco, California)
19. USS Lionfish (Fall River, Massachusetts)
20. USS Becuna (Philadelphia, Pennsylvania)

Tench class

21. USS Torsk (Baltimore, Maryland)

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Silversides (SS 236)

and or common

2. Location

street & number South Side of Navy Pier ___ not for publication

city, town Chicago ___ vicinity of

state Illinois code 17 county Cook code 031

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	X museum
___ building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Great Lakes Naval and Maritime Museum

street & number P.O. Box A-3785

city, town Chicago ___ vicinity of state Illinois

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20363

6. Representation in Existing Surveys

title National Register Inventory Form has this property been determined eligible? X yes ___ no

date October 18, 1972 ___ federal X state ___ county ___ local

depository for survey records National Park Service

city, town Washington state DC 20013-7127

7. Description

Condition		Check one	Check one
_X_ excellent	___ deteriorated	X unaltered	N/A original site
___ good	___ ruins	___ altered	___ moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Silversides, (SS 236), was launched at Mare Island Naval Yard, California, on August 28, 1941. She is a fleet-type submarine (built to maintain fleet speeds averaging 17 knots) of the Gato (Drum) class. USS Silversides has all-welded construction, all-electric drive, all diesel engines, advanced refrigeration systems, air purifiers, fresh water distillers, oceanic cruising range, and optimum crew "habitability" for her time with such conveniences as air conditioning, an ice machine, showers, and entertainment systems.[1]

USS Silversides is in excellent condition with most of her mechanical systems still operational. Although used as a museum exhibit under the direction of the Combined Great Lakes Navy Association USS Silversides is now undergoing a check of all systems with the intention of returning her to surface operation on Lake Michigan. Specific ship data concerning USS Silversides is:

Length: 312 feet Width: 27 feet at the beam

Height: 60 feet keel to top of shears Mean Draft: 16 feet

Displacement: 1,525 tons surface / 2,410 tons submerged

Speed: 21 knots surface / 9 knots submerged

Test Depth: 370 feet Complement: 72 enlisted, 8 officers

Power: Diesel-electric drive

Four 9-cylinder Fairbanks-Morse diesel engines at 1,600-hp each driving General Electric generators and electric motors for 5,400 shaft hp. 252-cell Gould storage battery.

Fuel Capacity: 116,000 gallons for cruising range of more than 10,000 miles

Armament: Ten 21-inch (diameter) torpedo tubes and stowage for 24 torpedoes (Mark 14 or Mark 18s used)

One 4-inch/.50 open mount deck gun plus various combinations of the following were used during the war: .50 caliber and .30 caliber machine guns, single 20mm gun and one 40mm gun.

Other Features: double hull construction with 19 ballast and fuel tanks located between hulls; 8 watertight compartments inside with separating bulkheads built to withstand the same pressure as the hull

Navigation and Fire Control Instruments: SD radar for locating aircraft; SJ "surface search" radar for locating ships; sonar system; two periscopes, one for night attacks and navigation with ranging radar on the end and one smaller daylight attack scope; target bearing transmitter (TBT) binocular system for night surface attacks; torpedo data computer (TDC) fire control system which automatically plots gyro angle in the torpedo from radar information, periscope observation, and sonar information.

8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400–1499	archeology-historic	conservation	law	science	
1500–1599	agriculture	economics	literature	sculpture	
1600–1699	architecture	education	X military	social	
1700–1799	art	engineering	music	humanitarian	
1800–1899	commerce	exploration settlement	philosophy	theater	
X 1900–	communications	industry	politics government	transportation	
		invention		other (specify)	

Specific dates 1941-1945 **Builder Architect** Mare Island Naval Shipyard

Statement of Significance (in one paragraph)

In the conflict against Japan in World War II, the role and importance of the submarine forces of the United States cannot be overestimated. American submarines sank more than 600,000 tons of enemy warships and more than 5,000,000 tons of merchant shipping, thus destroying much of Japan's ocean commerce. This was accomplished by a force that never numbered more than two percent of naval personnel engaged in the war. The American submarine war against Japan created a blockade that denied her the oil, iron ore, food, and other raw materials she needed to continue to fight. By 1945 this submarine war made it impossible for any Japanese ship to sail the ocean. Without this commerce and the raw materials it supplied to her war effort, Japan found it impossible to continue the war outside of the homeland.[2]

USS Silversides represents the U.S. submarine forces that fought against Japan in World War II for the following reasons:

1. USS Silversides ranks third among U.S. submarines in the war for enemy ships sunk with 23 confirmed sinkings for a total of 90,080 tons. The number one and two subs, Tautog and Tang, no longer exist. Tang was lost in action in the Formosa Straits in October 1944 and Tautog was scrapped in 1960. USS Silversides is thus the top ranked surviving U.S. submarine. No other surviving American submarine from World War II sank more ships.[3]

2. USS Silversides was commissioned on December 15, 1941, just 8 days after Pearl Harbor and saw service during the entire period of the War. USS Silversides made 14 war patrols during this period of time. She was awarded the Presidential Unit Citation for 4 patrols, and received 12 battle stars for her World War II service.

3. USS Silversides was made famous for an emergency appendectomy operation while submerged in enemy waters. The operation was a success and the sick crewman was back to regular duties six days later. This incident was later described in medical journals and depicted in the TV series, "Silent Service" and in the movie, "Destination Tokyo."

4. USS Silversides is in excellent condition, retains her World War II integrity and her mechanical systems are operational.

FOOTNOTES

1. The descriptive information contained in this section was take from:

   The Combined Great Lakes Navy Association, Inc. USS Silversides Information Package (Chicago, Illinois: Combined Great Lakes Navy Association, Inc., no date), pp. 1-2.

2. Drew Middleton, Submarine--The Ultimate Navy Weapon-Its Past, Present & Future (Chicago, Illinois: Playboy Press, 1976), pp. 109-112.

   Edwin P. Hoyt, Submarines at War--The History of the American Silent Service (New York: Stein and Day, 1983), pp. 297-298.

   Richard H. O'Kane, Clear the Bridge (New York: Bantam Books, 1981), pp. 465-467.

3. Clay Blair, Jr, Silent Victory--The U.S. Submarine War Against Japan (Philadelphia, Pennsylvania: J.B. Lippincott Company, 1975), Appendix J.

BIBLIOGRAPHY

Blair, Clay, Jr. Silent Victory--The U.S. Submarine War Against Japan. Philadelphia, Pennsylvania: J.B. Lippincott Company, 1975.

Combined Great Lakes Navy Association, Inc. USS Silversides Information Package. Chicago, Illinois: Combined Great Lakes Navy Association, Inc., no date.

Farrar, William G. "National Register of Historic Places Inventory USS Silversides." Benton, Illinois: Illinois Historic Landmarks Commission, 1972.

Hoyt, Edwin P. Submarines at War--The History of the American Silent Service. New York: Stein and Day, 1983.

Middleton, Drew. Submarine--The Ultimate Naval Weapon-Its Past, Present & Future. Chicago, Illinois: Playboy Press, 1976.

O'Kane, Richard. Clear the Bridge. New York: Bantam Books, 1981.

Roscoe, Theodore. United States Submarine Operations in World War II. Annapolis, Maryland: United States Naval Institute, 1965.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Chicago Loop

Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	16	419510	4631761210
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

11. Form Prepared By

name/title	Harry A. Butowsky		
organization	National Park Service	date	May 1985
street & number	Division of History	telephone	(202) 343-8168
city or town	Washington	state	DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

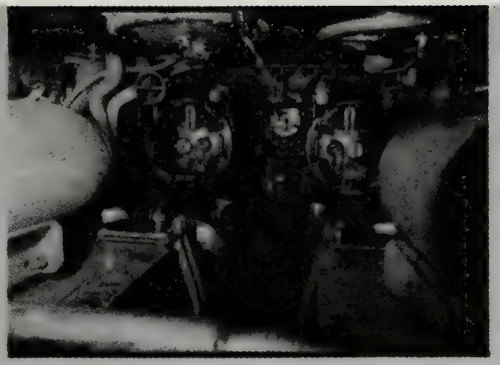
Chief of Registration

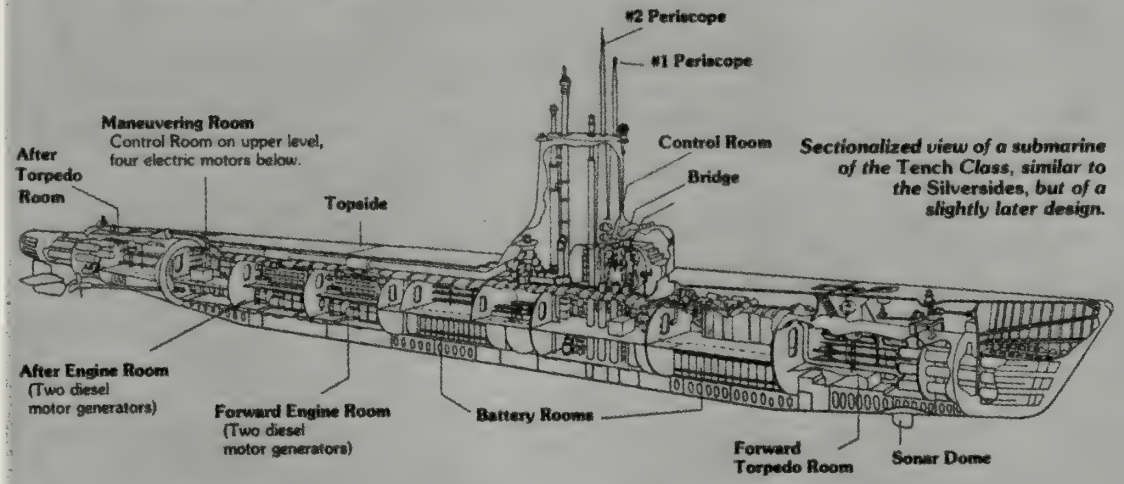
GPO 894-788

TURN BACK THE PAGES OF TIME . . .

Descend beneath the deck of the *Silversides*, below the surface of Lake Michigan, and experience for yourself how the courageous sailors of America's Silent Service lived and fought in World War II. See how they shared bunk space with deadly "Tin Fish," and the cramped quarters in which they lived and worked. See the very wardroom in which the most publicized operation of World War II was performed.

Join us today on the *Silversides* — it will be an experience you'll never forget!





Sectionalized view of a submarine of the Tench *Class, similar to the* Silversides, *but of a slightly later design.*

TECHNICAL DETAILS

The *Silversides* is 312 feet long, and has a mean draft of 14 feet. Her normal displacement is 1525 tons surfaced, increasing to 2410 tons submerged. She was built at Mare Island Naval Shipyard in California, and was launched August 26, 1941. Her armament consisted of one 4-inch/50 caliber cannon on the afterdeck, one 40mm Bofors cannon, and 10 21-inch torpedo tubes, six in the bow and four in the stern. The wartime complement of the *Silversides* was 72 enlisted men, eight officers, and one dog.

CLEAR THE BRIDGE!

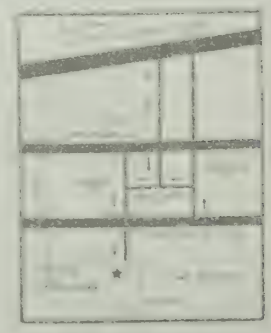
and descend with us beneath the waters of Lake Michigan in the

U.S.S. Silversides...

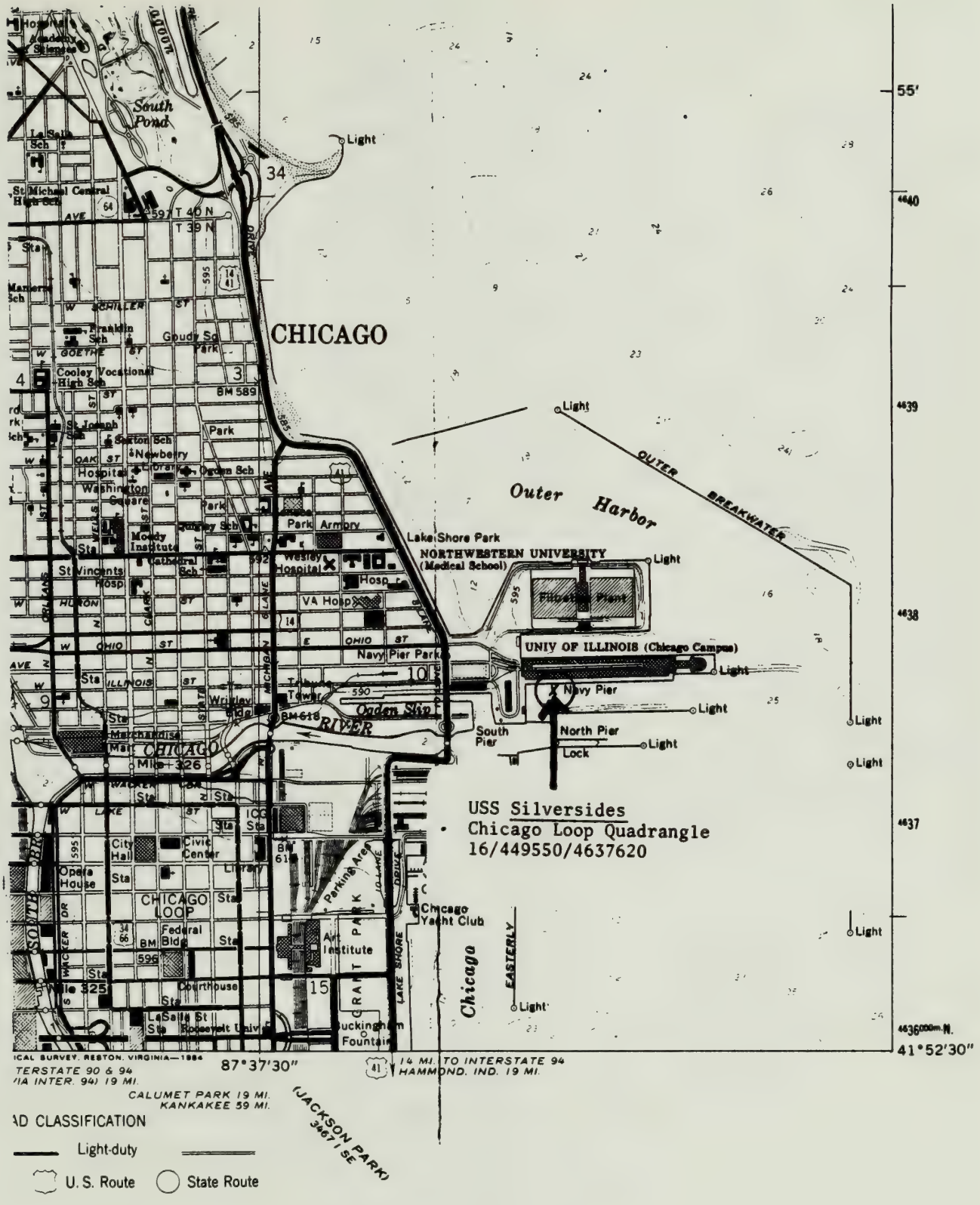
America's fightingest submarine of World War II!

A BRIEF HISTORY OF THE *SILVERSIDES*

After the war the *Silversides* came to Chicago, where she served as a training vessel for the Navy Reserve until 1969. Following retirement from her



The Great Lakes Naval & Maritime Museum
P O Box A 3785, Chicago, IL 60690 312 884 6312



CHICAGO LOOP, ILL.

N4152.5—W8737.5/7.5

PHOTOINSPECTED 1978

1963

PHOTOREVISED 1972

AMS 3467 I NW—SERIES V863

1. USS Silversides
2. Chicago, Illinois
3. Wayne Schmidt
4. 1984
5. Great Lakes Naval and Maritime Museum
6. Exterior view
7. Photo #1

238

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Drum (SS-228)

and/or common

2. Location

street & number Battleship Parkway ___ not for publication

city, town Mobile ___ vicinity of

state Alabama code 01 county Mobile County code 097

3. Classification

Category	Ownership	Status	Present Use	
___ district	_X_ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_X_ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name USS Alabama Battleship Commission

street & number Battleship Parkway

city, town Mobile ___ vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20362

6. Representation in Existing Surveys

title None has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
_X_ excellent	___ deteriorated	X unaltered	N/A original site
___ good	___ ruins	___ altered	___ moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Drum (SS-228) was built by the U.S Navy Yard at Portsmouth, New Hampshire. She was launched on May 12, 1941, and was commissioned on November 1, 1941.

USS Drum is a fleet-type submarine (built to maintain speeds averaging 17 knots) of the Gato class. The deck is teakwood, and the submarine's exterior is painted black and haze grey. USS Drum is a pre-snorkle submarine, operating underwater on batteries, and powered by a diesel electric system.

Specific ship data concerning USS Drum is:

Length: 312 feet Displacement: 1526 tons surface / 2424 tons submerged

Beam: 27 feet Draft: 15 feet

Speed: 20 knots surface/9 knots submerged

Design Depth: 300 feet Crew: 7 Officers and 72 Enlisted

Armament: Ten Torpedo Tubes, 6 forward and 4 aft, with 14 reloads, total 24 torpedoes; 1 5"/25 caliber gun; 1-40mm gun; 1-20mm gun.

USS Drum is now moored with the Battleship USS Alabama at Battleship Alabama Memorial park in Mobile, Alabama. USS Drum is in excellent condition and retains her World War II integrity.

8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400–1499	archeology-historic	conservation	law	science	
1500–1599	agriculture	economics	literature	sculpture	
1600–1699	architecture	education	X military	social	
1700–1799	art	engineering	music	humanitarian	
1800–1899	commerce	exploration settlement	philosophy	theater	
X 1900–	communications	industry	politics government	transportation	
		invention		other (specify)	

Specific dates 1941-1945 **Builder Architect** Portsmouth Naval Shipyard

Statement of Significance (in one paragraph)

In the conflict against Japan in World War II, the role and importance of the submarine forces of the United States cannot be overestimated. American submarines sank more than 600,000 tons of enemy warships and more than 5,000,000 tons of merchant shipping, thus destroying much of Japan's ocean commerce. This was accomplished by a force that never numbered more than two percent of naval personnel engaged in the war. The American submarine war against Japan created a blockade that denied her the oil, iron ore, food, and other raw materials she needed to continue to fight. By 1945 this submarine war made it impossible for any Japanese ship to sail the ocean. Without this commerce and the raw materials it supplied to her war effort, Japan found it impossible to continue the war outside of the homeland.[1]

USS Drum represents the U.S. submarine forces that fought against Japan in World War II for the following reasons:

1. USS Drum was the first of the Gato class of submarines to be completed by the United States before World War II. The Gato class was the standard design for American fleet submarines at the beginning of the war. The Gato class and its successor, the Balao class, bore the brunt of the fighting against Japan during the war. Gato class submarines were successful boats that proved to be fast, strong, well armed, and suited to the long range patrols necessary to fight in the Pacific.

2. USS Drum conducted 13 War Patrols and sank 15 Japanese ships totaling more than 80,000 tons. USS Drum was awarded 12 battle stars for her World War II service.

3. USS Drum is in excellent condition and retains her World War II integrity.

FOOTNOTES

[1]Drew Middleton, Submarine--The Ultimate Navy Weapon--Its Past, Present, and Future (Chicago, Illinois: Playboy Press, 1976), pp. 109-12.

Edwin P. Hoyt, Submarines at War--The History of the American Silent Service (New York: Stein and Day, 1983), pp. 297-98.

Richard H. O'Kane, Clear the Bridge (New York: Bantam Books, 1981), pp. 465-67.

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Alden, John A. The Fleet Submarine in the US Navy--A Design and Construction History. Annapolis, Maryland: Naval Institute Press, 1979.

Blair, Clay, Jr. Silent Victory--The US Submarine War Against Japan. Philadelphia, Pennsylvania: J. B. Lippincott Company, 1975.

Hoyt, Edwin P. Submarine at War--The History of the American Silent Service. New York: Stein and Day, 1983.

Middleton, Drew. Submarine--The Ultimate Naval Weapon-Its Past, Present, and Future. Chicago, Illinois: Playboy Press, 1976.

O'Kane, Richard. Clear the Bridge. New York: Bantam Books, 1981.

Roscoe, Theodore. United States Submarine Operations in World War II. Annapolis, Maryland: United States Naval Institute, 1965.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Mobile

Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	16	402620	3394450
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

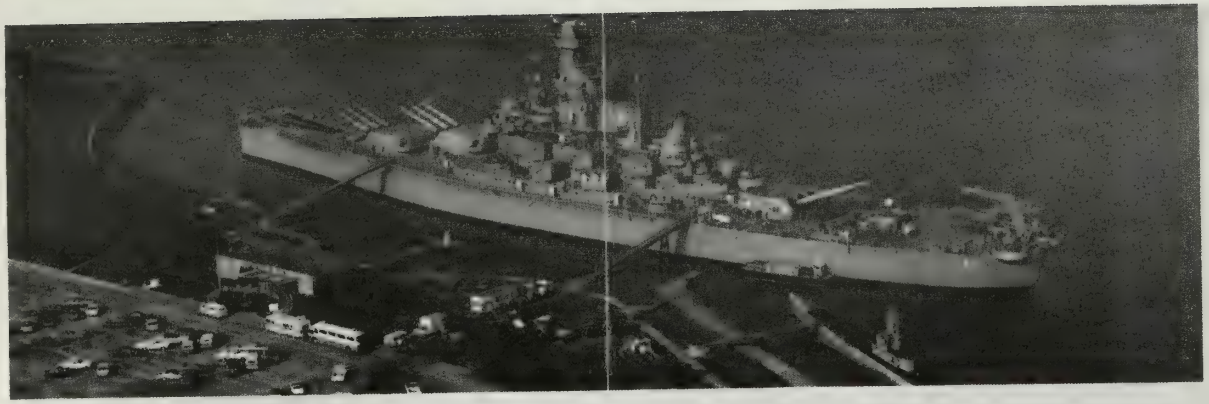
date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788



Where the Alabama earned her stars

GILBERT ISLANDS
MARSHALL ISLANDS
PACIFIC RAIDS
HOLLANDIA
MARIANAS ISLANDS
WESTERN CAROLINES
LEYTE
OKINAWA
JAPAN

22 Japanese Planes

History of the USS ALABAMA (BB-60)

Battleship USS ALABAMA was launched at the Norfolk Naval Shipyard, Portsmouth, Virginia Feb.16, 1942, while McArthur's men still fought on Bataan. By early 1943, BB-60 (the Navy's numerical designation) had completed shakedown and training cruises and joined the British Home Fleet in the North Atlantic, convoying shipping to Murmansk, Russia, and taking part in the Norway Invasion Feint against the Nazis.

By fall, the ALABAMA had cleared the Panama Canal to join the strike forces in the Pacific where her nine 16-inch and twenty 5-inch guns spoke with authority at Tarawa (first battle star). The 2500-man crew of BB-60 was in the midst of action throughout 1944, earning six battle stars for the Marshalls, Hollandia, Marianas, Carolines, Philippines, and far-ranging Pacific raids. Stars eight and nine were added in the first half of 1945 for Okinawa and Japan. At the close of the war, the 35,000-ton ALABAMA led the fleet into Tokyo Bay.

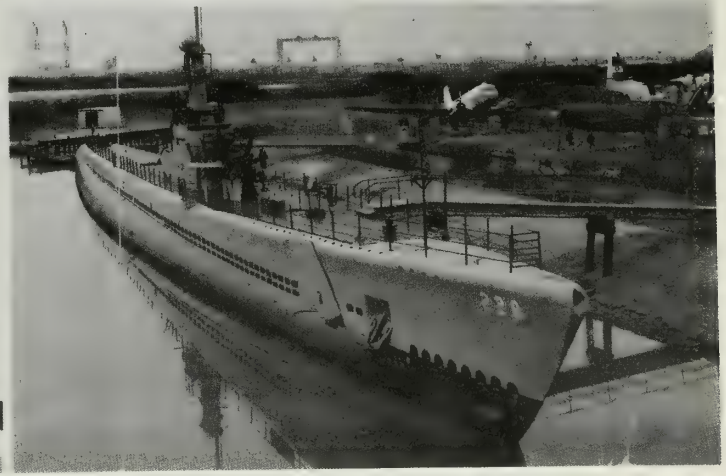
BB-60, in 1947, was decommissioned and placed in reserve in Bremerton, Wash.

Following a Navy announcement that BB-60 was soon to be scrapped, Governor George C. Wallace asked that the $200-million ship be donated to the State of Alabama as a shrine. Alabamians everywhere contributed to a $1,000,000 campaign to bring the famous ship the 5600 miles from Seattle to Mobile (believed to be the longest ton-mile tow in history), build a 75-acre park and prepare the ship for public showing. Over half a million school children alone donated nickels, dimes and quarters (nearly $100,000) to this campaign.

With the support of young and old, the USS ALABAMA, on January 9, 1965, became a state shrine to the sacrifice and courage of Alabamians who served in World War II and Korea.

USS DRUM (SS-228)
World War II Submarine
Open to visitors since
July 4, 1969.

Flown by U.S. Marines in WWII, the gull-winged "Corsair" was known to Japanese as "Whistling Death".



The P-51 "Mustang", one of WWII Army Air Corps' fighter planes.

Over 1700 rose bushes with many varieties

Certified by Amer. Rose Soc., a Mobile garden spot.

Large Gift Shop featuring local arts and crafts.

Selected in an annual pageant, these young ladies called "Crewmates" promote the Memorial Park and tourism in Alabama.

Welcome Aboard!

You and your entire family will enjoy every minute aboard the battleship ALABAMA and the submarine DRUM. Your time is your own as you walk the 680-foot length of BB-60. Tour the crew's galley, messing and berthing spaces . . . an engine room, the Sick Bay, and the radio room . . . See the Wardroom, Captain's Cabin, officers' quarters and the ship's bridge . . . Go into the 16" gun turrets and 5" gun mounts and see the 40MM and 20MM anti-aircraft batteries . . . See how submarine crews lived, fired torpedoes and operated their ship . . . You'll find your visit to be an unforgettable experience. Audio guide tapes are available for individual visitors for a small rental fee.

For further information write:

USS ALABAMA
BATTLESHIP COMMISSION
BATTLESHIP PARKWAY, P.O. BOX 65,
MOBILE, ALABAMA 36601

MOBILE AREA
CHAMBER OF COMMERCE
P.O. BOX 2187 MOBILE, ALABAMA 36601

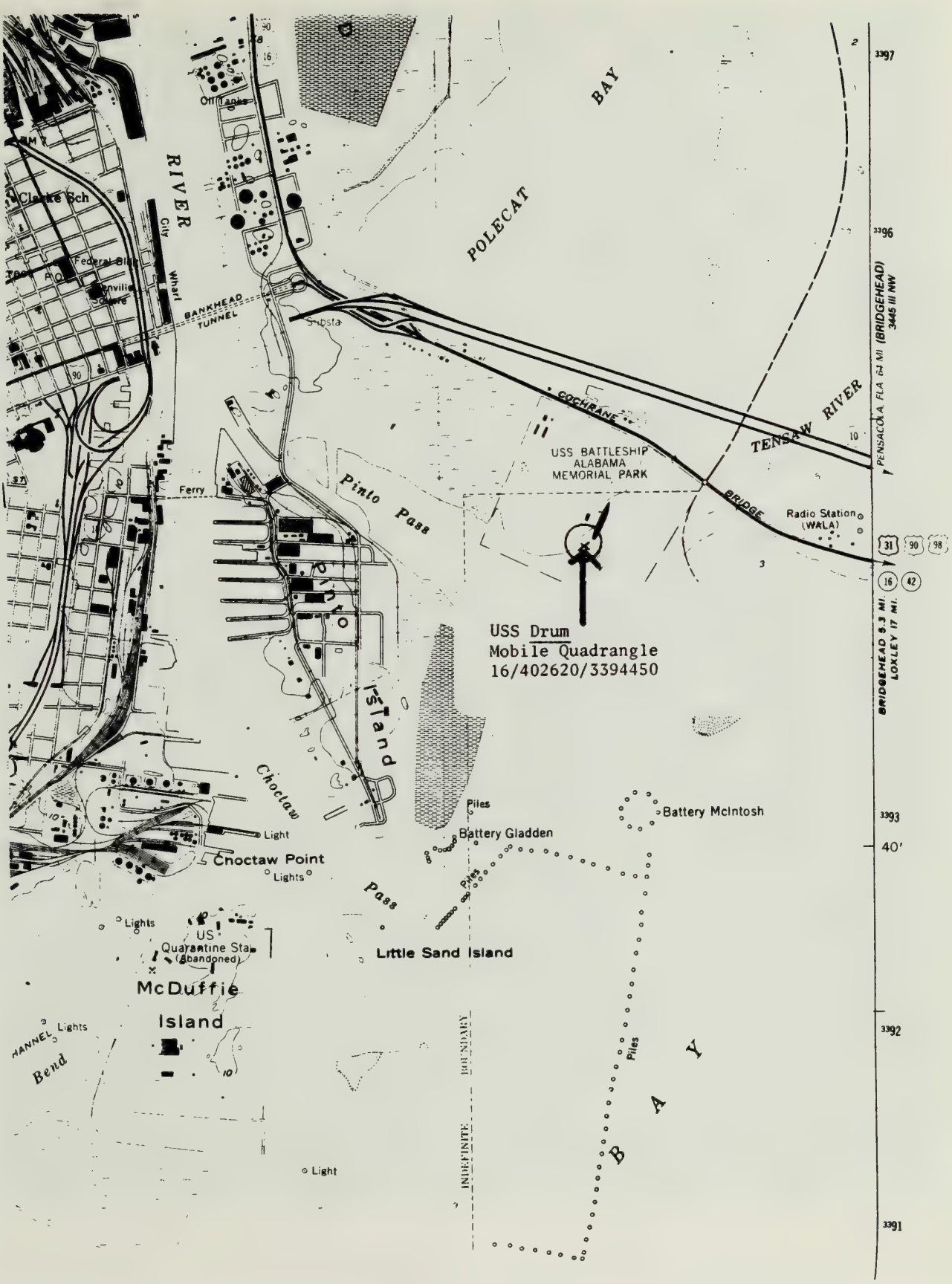
OPEN DAILY EXCEPT CHRISTMAS
8:00 A.M. to Sunset

BATTLESHIP *USS Alabama*

Printed in U.S.A.

BATTLESHIP
USS ALABAMA
Battleship Alabama Memorial Park

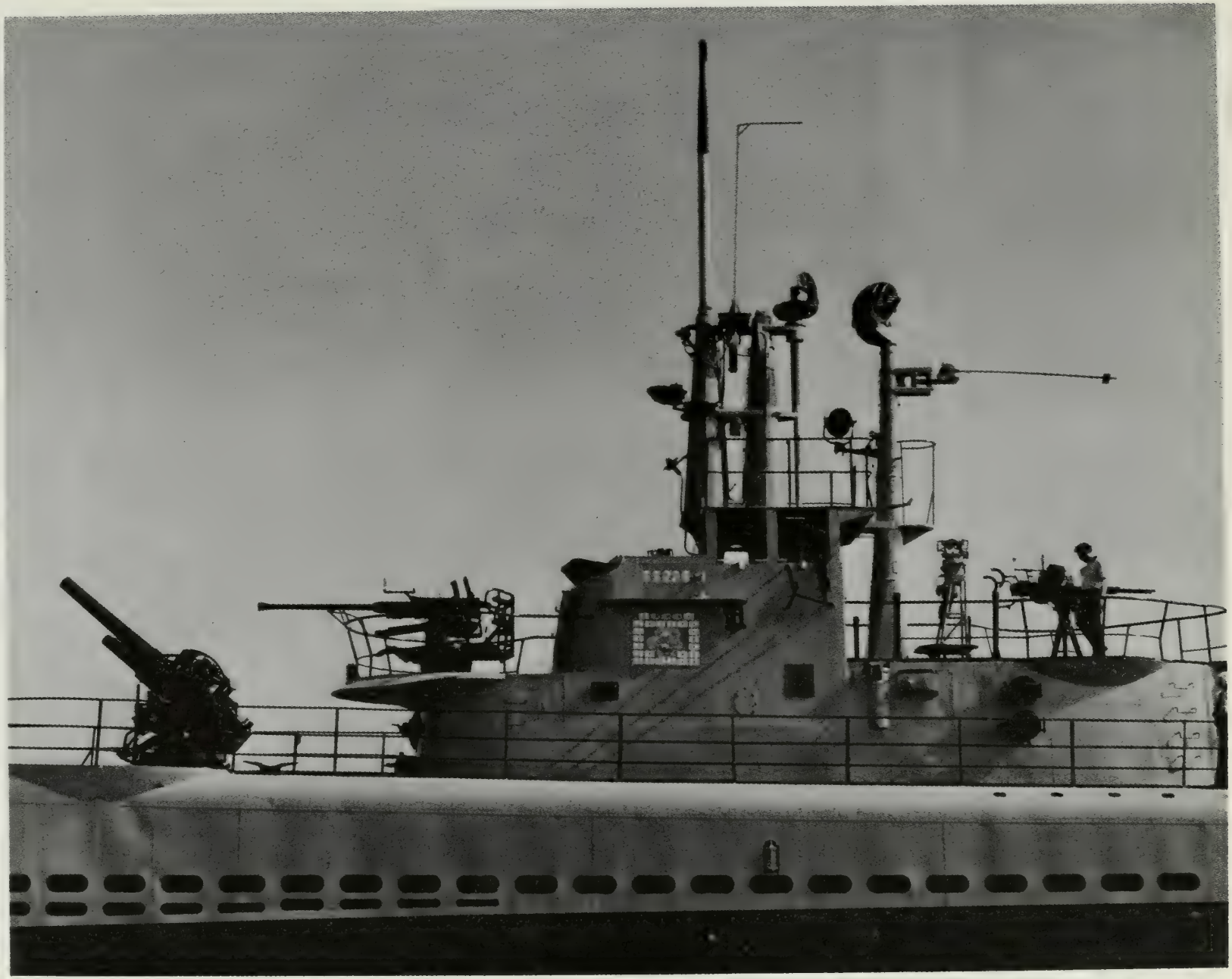
Water Color by Carl G. Evers. © 1970 by The United States Naval Institute


USS Drum
Mobile Quadrangle
16/402620/3394450
BAY
POLECAT
RIVER
Clarke Sch
City Wharf
BANKHEAD TUNNEL
Substa
COCHRANE
TENSAW RIVER
BRIDGE
USS BATTLESHIP
ALABAMA
MEMORIAL PARK
Radio Station
(WALA)
Ferry
Pinto Pass
Pinto Island
Choctaw Pass
Choctaw Point
Lights
Light
Piles
Battery Gladden
Battery McIntosh
Little Sand Island
US Quarantine Sta.
(Abandoned)
McDuffie Island
CHANNEL
Bend
INDEFINITE BOUNDARY
BAY
PENSACOLA, FLA. 6¼ MI. (BRIDGEHEAD) 3445 III NW
BRIDGEHEAD 9.3 MI.
LOXLEY 17 MI.
3397
3396
3393
3392
3391
40'

1. USS Drum
2. Mobile, Alabama
3. USS Alabama Battleship Commission
4. 1985
5. USS Alabama Battleship Commission
6. Exterior view
7. Photo #1

228

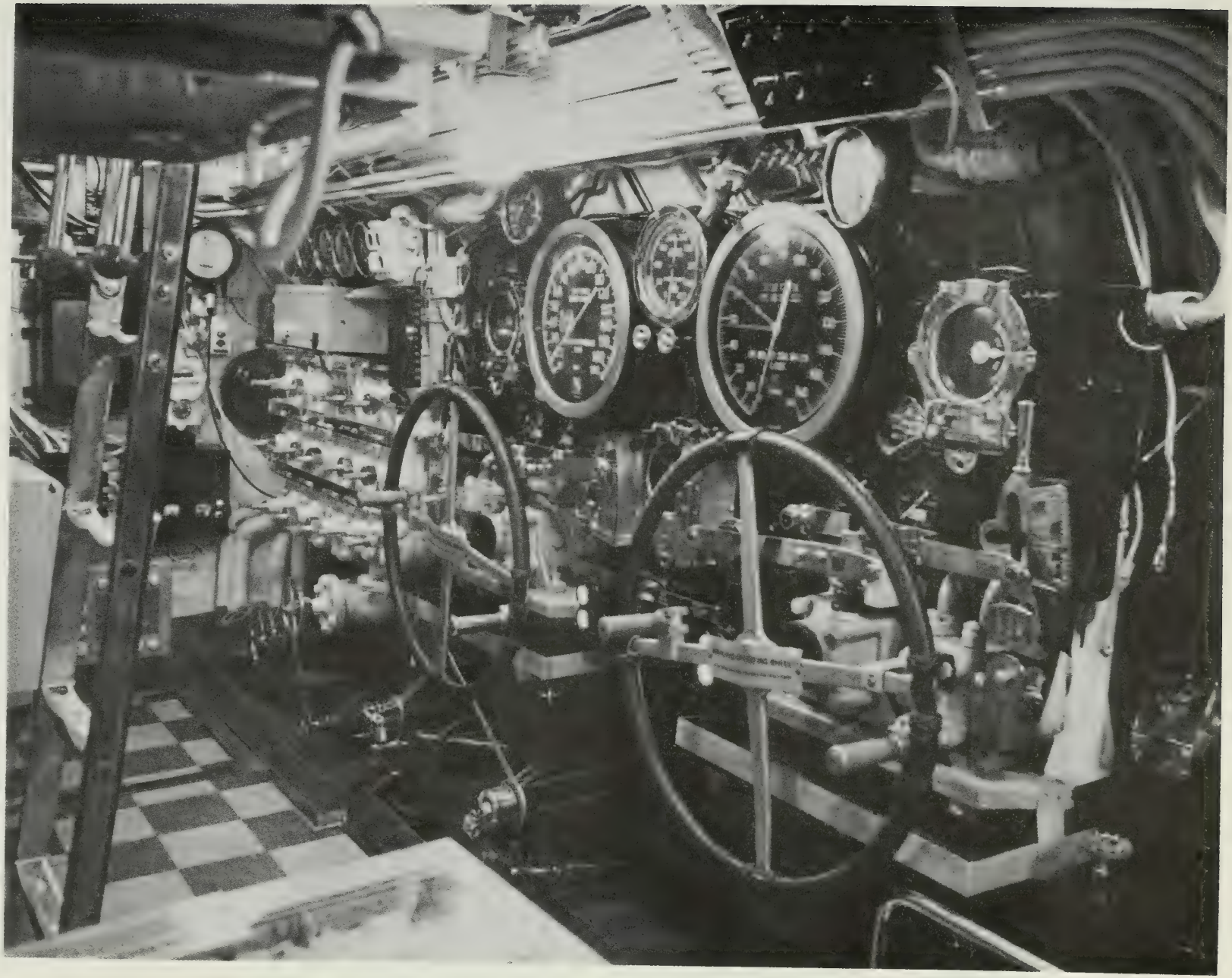
1. USS Drum
2. Mobile, Alabama
3. USS Alabama Battleship Commission
4. 1985
5. USS Alabama Battleship Commission
6. Conning Tower
7. Photo #2



1. USS Drum
2. Mobile, Alabama
3. USS Alabama Battleship Commission
4. 1985
5. USS Alabama Battleship Commission
6. Periscope, Upper Control Room
7. Photo #3

1. USS Drum
2. Mobile, Alabama
3. USS Alabama Battleship Commission
4. 1985
5. USS Alabama Battleship Commission
6. Forward Torpedo Room
7. Photo #4

1. USS Drum
2. Mobile, Alabama
3. USS Alabama Memorial Commission
4. 1985
5. USS Alabama Battleship Memorial Commission
6. Lower Control Room
7. Photo #5



United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Cobia (SS-245)

and/or common

2. Location

street & number 809 South 8th Street ___ not for publication

city, town Manitowoc ___ vicinity of

state Wisconsin code 55 county Manitowoc code 071

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	X museum
___ building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Manitowoc Maritime Museum

street & number 809 South 8th Street

city, town Manitowoc ___ vicinity of state Wisconsin

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20362

6. Representation in Existing Surveys

title None has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
_X_ excellent	___ deteriorated	X unaltered	N/A original site
___ good	___ ruins	___ altered	___ moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Cobia (SS-245) was launched on November 28, 1943, by the Electric Boat Company of Groton, Connecticut. She is a fleet-type submarine (built to maintain speeds averaging 17 knots) of the Gato class. USS Cobia is one of the last thin-skin Gato type submarines to be built in the war. Soon after the completion of USS Cobia the Navy switched from the Gato design with its test depth of 300 feet to the newer improved Balao design with a test depth of 400 feet.

USS Cobia is in execellent condition and is now maintained as a submarine memorial by Manitowoc Maritime Museum. Specific ship data concerning USS Cobia is:

Length: 312 feet Displacement: 1526 tons surface / 2424 tons submerged

Speed: 20 knots surface / 9 knots submerged

Beam: 27 feet Draft: 15 feet

Designed Depth: 300 feet Crew: 8 Officers 72 Enlisted

Armament: Ten torpedo tubes; one 3"/50 caliber deck gun; one single 20mm gun; one single 40mm gun; two 50 caliber machine guns; two 30 caliber machine guns; 24 torpedoes (Mark 14 or Mark 18s used).[1]

8. Significance

Period	Areas of Significance—Check and justify below			
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion
1400–1499	archeology-historic	conservation	law	science
1500–1599	agriculture	economics	literature	sculpture
1600–1699	architecture	education	X military	social
1700–1799	art	engineering	music	humanitarian
1800–1899	commerce	exploration settlement	philosophy	theater
X 1900–	communications	industry	politics government	transportation
		invention		other (specify)

Specific dates 1943-1945 **Builder Architect** Electric Boat Company

Statement of Significance (in one paragraph)

In the conflict against Japan in World War II, the role and importance of the submarine forces of the United States cannot be overestimated. American submarines sank more than 600,000 tons of enemy warships and more than 5,000,000 tons of merchant shipping, thus destroying much of Japan's ocean commerce. This was accomplished by a force that never numbered more than two percent of naval personnel engaged in the war. The American submarine war against Japan created a blockade that denied her the oil, iron ore, food, and other raw materials she needed to continue to fight. By 1945 this submarine war made it impossible for any Japanese ship to sail the ocean. Without this commerce and the raw materials it supplied to her war effort, Japan found it impossible to continue the war outside of the homeland.[2]

USS Cobia represents the U.S. submarine forces that fought against Japan in World War II for the following reasons:

1. During six war patrols USS Cobia sank 13 Japanese ships to account for more than 18,000 tons of Japanese shipping. USS Cobia made 6 war patrols and earned 4 battle stars.

2. USS Cobia, although not built by the Manitowoc Shipyards, is representative of the Gato class of submarines that were constructed here during the war. The building of submarines by the Manitowoc Shipbuilding Company was one of the great industrial achievements of World War II. Twenty-five Manitowoc submarines saw action against the Japanese in World War II and sank 132 ships with a total of 488,918 tons destroyed. No Manitowoc-built submarine has survived unaltered; thus, USS Cobia best represents this effort by the Manitowoc Shipbuilding Company and the people of Wisconsin to win the war against Japan in World War II.

3. USS Cobia was dedicated by the people of Wisconsin as an International Memorial to submariners throughout the world on August 23, 1970. Countries participating in this memorial include the following: United States, Germany, Greece, Israel, Italy, Spain, Sweden, Turkey, and the United Kingdom.

4. USS Cobia is in excellent physical condition and retains her World War II integrity.

FOOTNOTES

1. The Manitowoc Maritime Museum, The Submariner's Memorial (Manitowoc, Wisconsin: The Manitowoc Maritime Museum, no date), no page number.

2. Drew Middleton, Submarine--The Ultimate Navy Weapon-Its Past, Present and Future (Chicago, Illinois: Playboy Press, 1976), pp. 109-12.

   Edwin P. Hoyt, Submarines at War--The History of the American Silent Service (New York: Stein and Day, 1983), pp. 297-98.

   Richard H. O'Kane, Clear the Bridge (New York: Bantam Books, 1981), pp. 465-67.

BIBLIOGRAPHY

Alden, John A. The Fleet Submarine in the U.S. Navy--A Design and Construction History. Annapolis, Maryland: Naval Institute Press, 1979.

Galli, Fred A. et al., Manitowoc Submarines. Manitowoc, Wisconsin: Manitowoc County Historical Society, 1968.

Hoyt, Edwin P. Submarines at War--The History of the American Silent Service. New York: Stein and Day, 1983.

Manitowoc Maritime Museum. The Submariner's Memorial. Manitowoc, Wisconsin: Manitowoc Maritime Museum, no date.

Middleton, Drew. Submarine--The Ultimate Naval Weapon-Its Past, Present and Future. Chicago, Illinois: Playboy Press, 1976.

O'Kane, Richard. Clear the Bridge. New York: Bantam Books, 1981.

Roscoe, Theodore. United States Submarine Operations in World War II. Annapolis, Maryland: United States Naval Institute, 1965.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Manitowoc **Quadrangle scale** 1:24,000

UTM References

	Zone	Easting	Northing
A	16	441731210	4818812017 10
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service **date** May 1985

street & number Division of History **telephone** (202) 343-8168

city or town Washington **state** DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title **date**

For NPS use only

I hereby certify that this property is included in the National Register

date

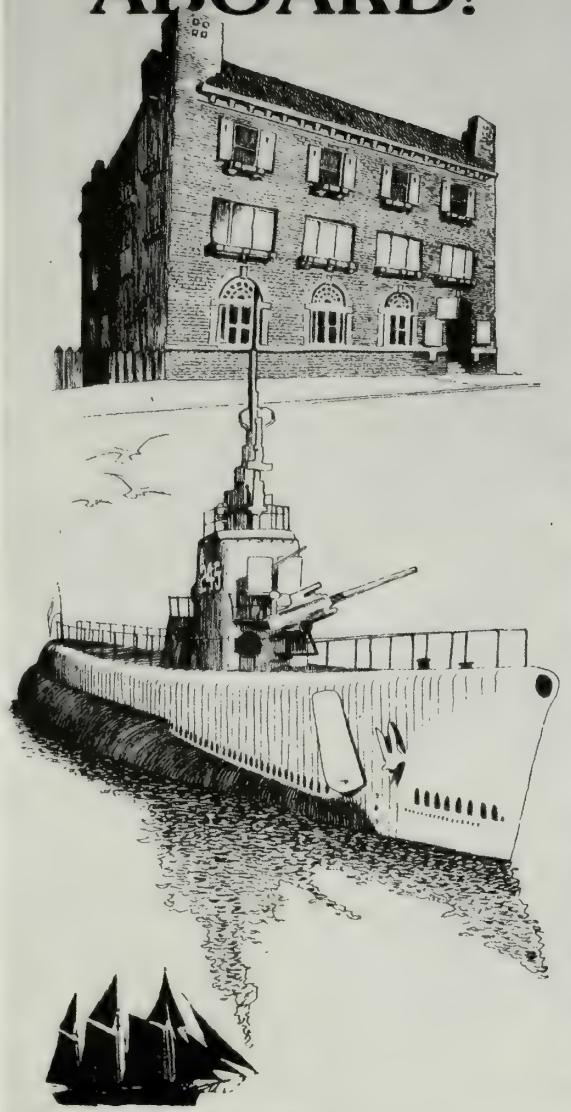
Keeper of the National Register

Attest: **date**

Chief of Registration

GPO 894-788

WELCOME ABOARD!



MANITOWOC MARITIME MUSEUM

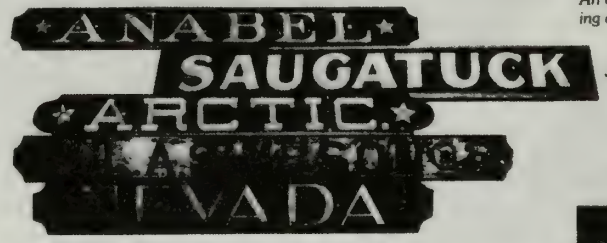
Welcome Aboard! The Manitowoc Maritime Museum is located in the very center of Upper Great Lakes maritime history, past and present, and you'll relive that history in big 3 dimension wonder when you visit the museum.

Begun modestly in 1969 the museum has grown to be one of the Mid-West's most popular museums.

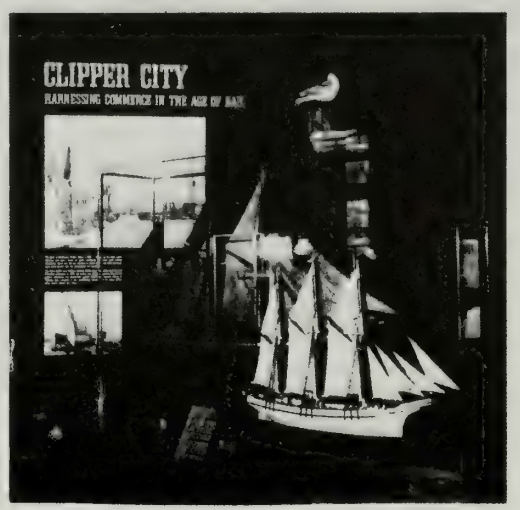
With the addition of the U.S.S. Cobia some years ago, a World War II submarine like those built right here in Manitowoc, the museum has become an even more fascinating place to visit.

Manitowoc's Maritime Museum located in Wisconsin's Maritime Capital is a "must" on any vacationers' list, and a treasure for all of us in the Mid-West who come again and again to re-live the excitement of 3 floors of interpretive history and tour the U.S.S. Cobia.

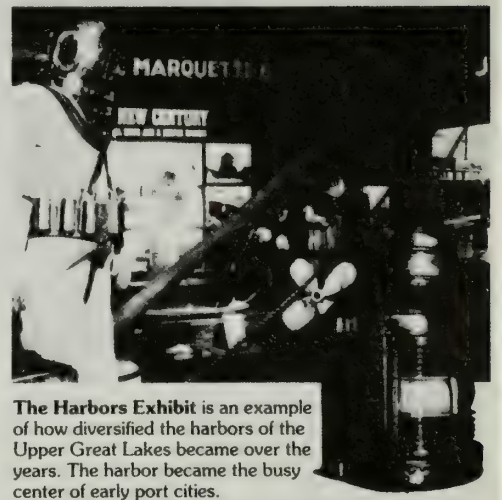
An early view of the Manitowoc Harbor with steamers "Wintering over". This was a busy harbor Summer and Winter.



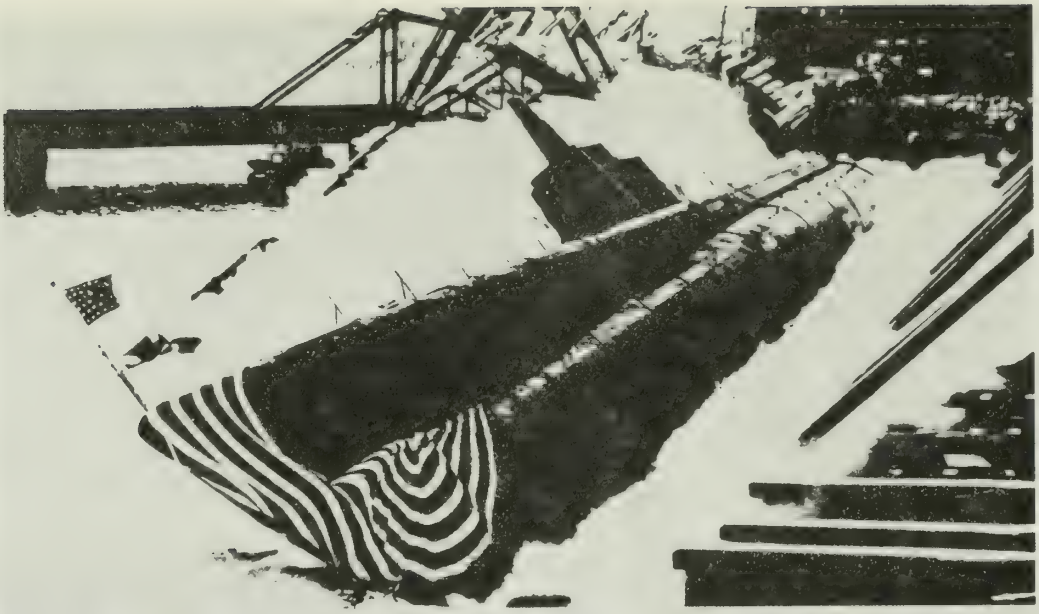
Some of the Lakes' most famous ships have their nameboards exhibited at the museum



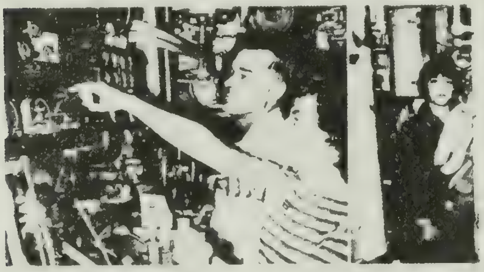
One of the features in the Harbor Exhibit. . .from the Age of Sail.

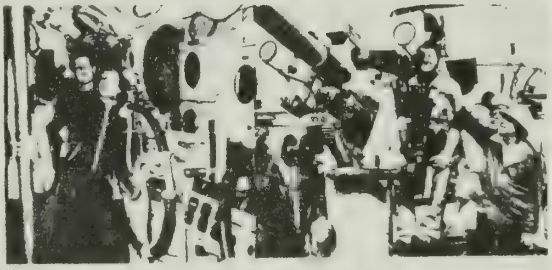


The Harbors Exhibit is an example of how diversified the harbors of the Upper Great Lakes became over the years. The harbor became the busy center of early port cities.
You'll see the early days of sail and steam ships, the giant industry of lake shipping that continues today, the Naval vessels and submarines built here, and the artifacts, pictures, and sounds of the days when Upper Lakes harbors were the fulcrum around which industry, commerce and even defense revolved.



Here's a Manitowoc submarine being launched during WWII. Twenty-eight of these subs were built here, a short distance from this museum.

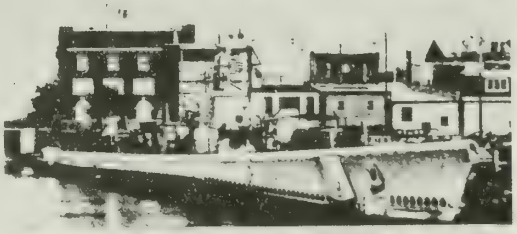




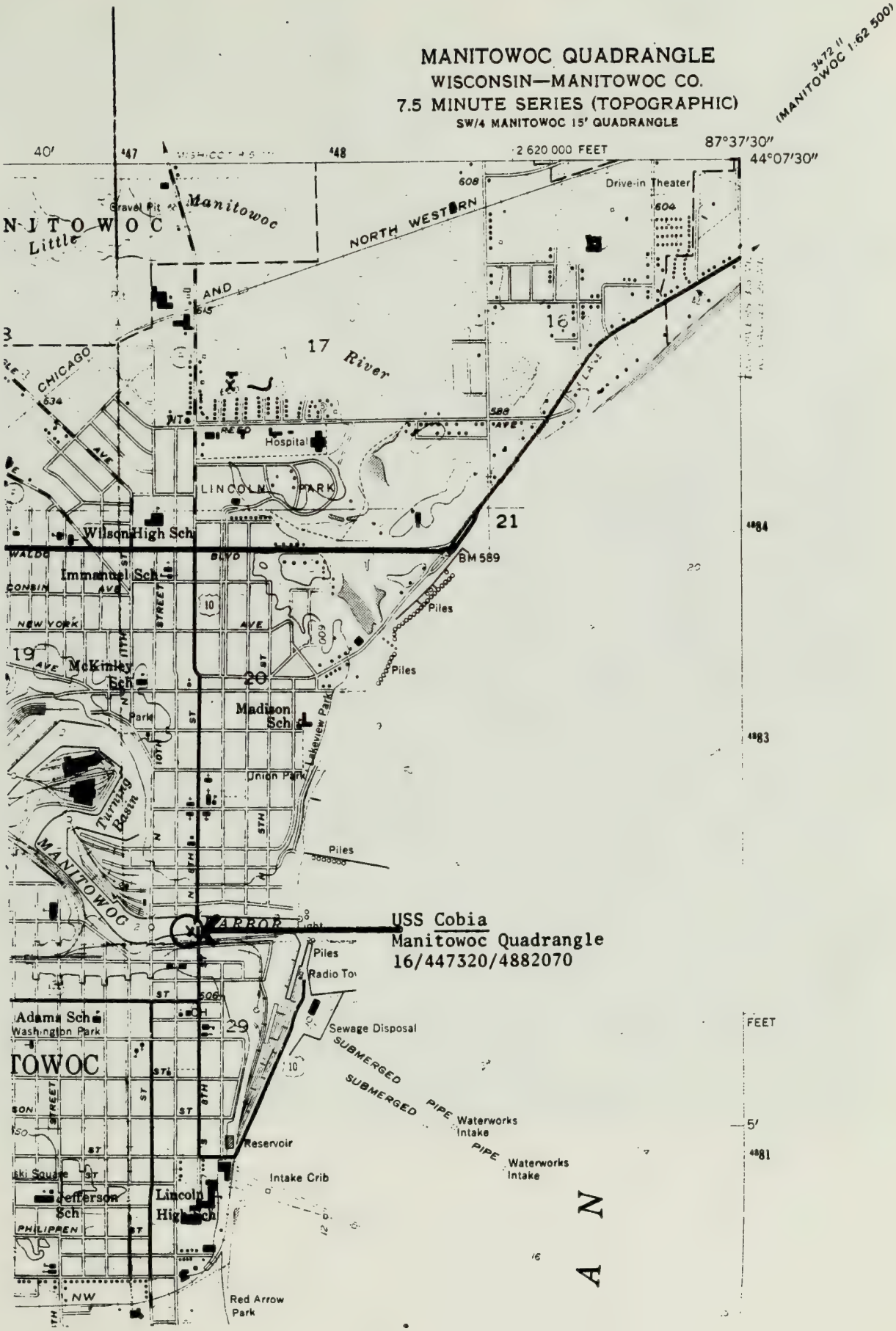
Dive! Dive! Dive!

Tied up adjacent to the museum is the U.S.S. Cobia, a real live World War II submarine just like the ones made here in Manitowoc during World War II. (28 U.S. Navy subs were built here.) You can go aboard and tour her topside, inside, everywhere. She's ready to go, just like she was in 1945. You'll tour her torpedo room, her [illegible], crew's quarters, [illegible] conning tower, guns.

Oh, yes, somewhere [illegible] hear that piercing [illegible] command, Dive! Dive! Dive! [illegible] recorded sounds of the submarine in battle and diving for the attack! No television or movie reproduction can match this [illegible] real thing! Don't miss it!



The U.S.S. Cobia [illegible]


MANITOWOC QUADRANGLE
WISCONSIN—MANITOWOC CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
SW/4 MANITOWOC 15' QUADRANGLE
3472 II
(MANITOWOC 1:62 500)
87°37'30"
44°07'30"
2 620 000 FEET
Drive-in Theater
Gravel Pit
Manitowoc
Little
NORTH WESTERN
AND
CHICAGO
17
River
16
Hospital
LINCOLN PARK
21
Wilson High Sch
BM 589
Immanuel Sch
Piles
McKinley Sch
20
Madison Sch
Lakeview Park
Union Park
Turning Basin
MANITOWOC
Piles
USS Cobia
Manitowoc Quadrangle
16/447320/4882070
Piles
Radio To
Adams Sch
Washington Park
29
Sewage Disposal
SUBMERGED PIPE
Waterworks Intake
Reservoir
Intake Crib
Jefferson Sch
Lincoln High Sch
Red Arrow Park
FEET
5'

1. USS Cobia
2. Manitowoc, Wisconsin
3. Manitowoc Maritime Museum
4. 1984
5. Manitowoc Maritime Museum
6. Exterior View
7. Photo #1

245

1. USS Cobia
2. Manitowoc, Wisconsin
3. Manitowoc Maritime Museum
4. 1984
5. Manitowoc Maritime Museum
6. Exterior view of conning tower
7. Photo #3

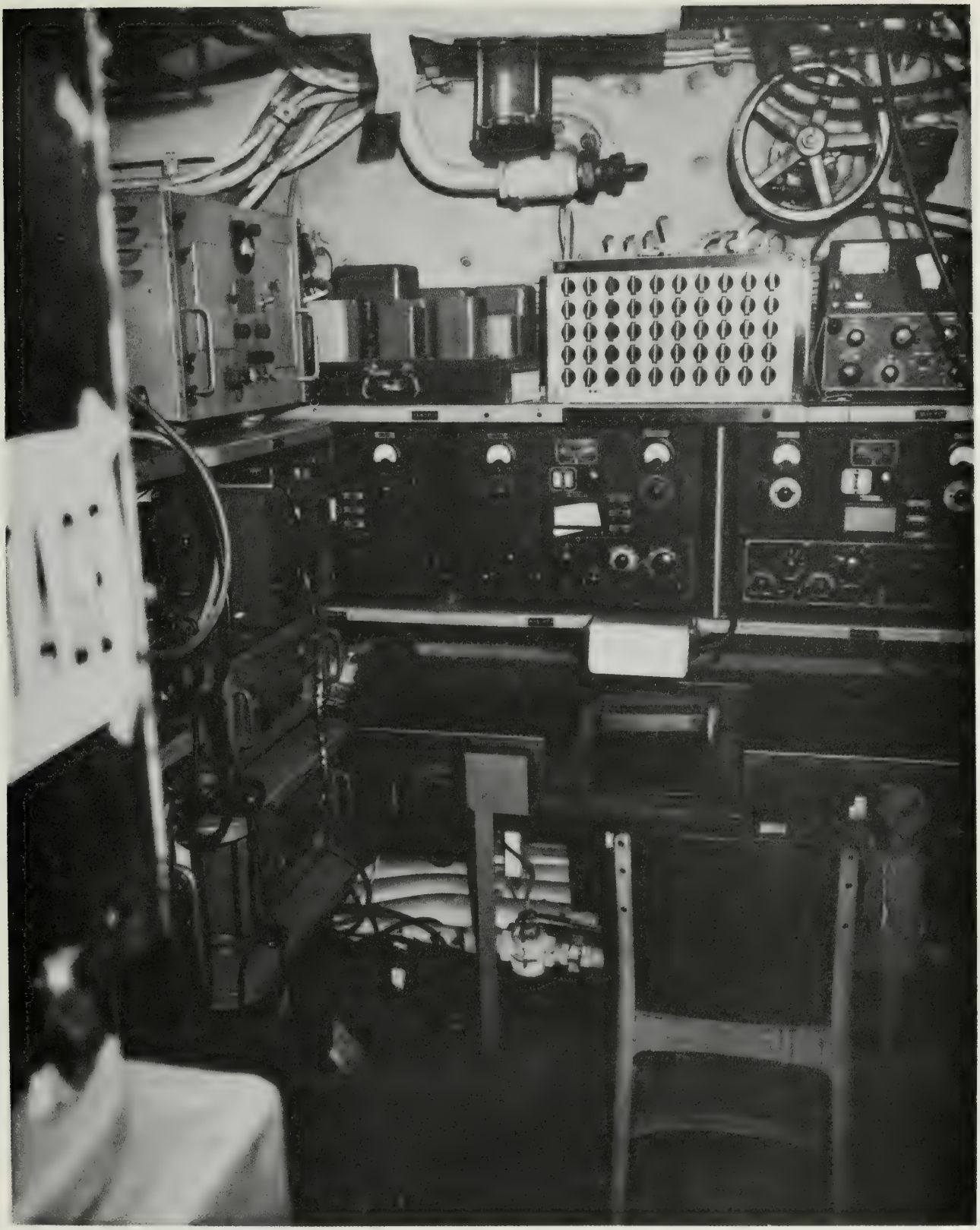
245

1. USS Cobia
2. Manitowoc, Wisconsin
3. Manitowoc Maritime Museum
4. 1984
5. Manitowoc Maritime Museum
6. Interior view of conning tower
7. Photo #4

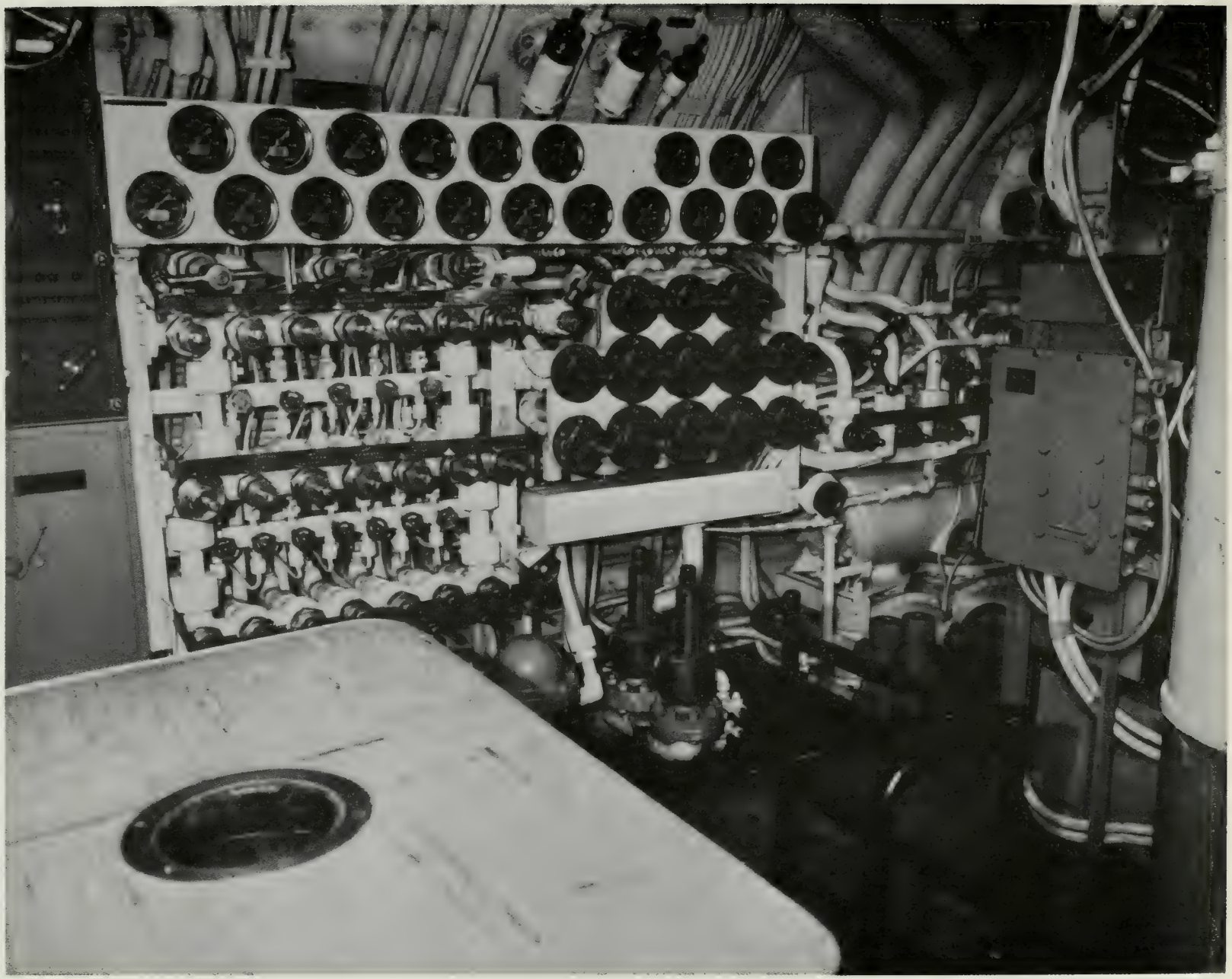
1. USS Cobia
2. Manitowoc, Wisconsin
3. Manitowoc Maritime Museum
4. 1984
5. Manitowoc Maritime Museum
6. Forward Torpedo Room
7. Photo #5

1. USS Cobia
2. Manitowoc, Wisconsin
3. Manitowoc Maritime Museum
4. 1984
5. Manitowoc Maritime Museum
6. Officer's quarters corridor
7. Photo #6

1. USS Cobia
2. Manitowoc, Wisconsin
3. Manitowoc Maritime Museum
4. 1984
5. Manitowoc Maritime Museum
6. Radio Shack
7. Photo #7



1. USS Cobia
2. Manitowoc, Wisconsin
3. Manitowoc Maritime Museum
4. 1984
5. Manitowoc Maritime Museum
6. Control Room-Air Compression Guages
7. Photo #8



1. USS Cobia
2. Manitowoc, Wisconsin
3. Manitowoc Maritime Museum
4. 1984
5. Manitowoc Maritime Museum
6. Galley
7. Photo #9

1. USS Cobia
2. Manitowoc, Wisconsin
3. Manitowoc Maritime Museum
4. 1984
5. Manitowoc Maritime Museum
6. Forward Engine Room
7. Photo #10

1. USS Cobia
2. Manitowoc, Wisconsin
3. Manitowoc Maritime Museum
4. 1984
5. Manitowoc Maritime Museum
6. Maneuvering Room Control Panel
7. Photo #11

GROUND DETECTOR OPERATING

1. USS Cobia
2. Manitowoc, Wisconsin
3. Manitowoc Maritime Museum
4. 1984
5. Manitowoc Maritime Museum
6. Aft Torpedo Room
7. Photo #12

DANGER

United States Department of the Interior
National Park Service

For NPS use only

received

date entered

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Cod (SS-224)

and/or common

2. Location

street & number North Marginal Drive ___ not for publication

city, town Cleveland ___ vicinity of

state Ohio code 39 county Cuyahoga code 035

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	_X_ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_X_ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Cleveland Coordinating Committee for Cod, Inc.

street & number 1089 East 9th Street

city, town Cleveland ___ vicinity of state Ohio 44114

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20362

6. Representation in Existing Surveys

title None has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	_X_ unaltered	N/A original site
_X_ good	___ ruins	___ altered	___ moved date ___
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Cod (SS-224) was built by the Electric Boat Company of Groton, Connecticut. She was launched on March 21, 1943, and was commissioned on June 21, 1943.

USS Cod is a fleet-type submarine (built to maintain speeds averaging 17 knots) of the Gato class. The deck is teakwood, and the submarine's exterior is painted black and haze grey. USS Cod is a pre-snorkle submarine, operating underwater on batteries, and powered by a diesel electric system.

Specific ship data concerning USS Cod is:

Length: 312 feet Displacement: 1526 tons surface / 2424 tons submerged

Beam: 27 feet Draft: 15 feet

Speed: 20 knots surface/9 knots submerged

Design Depth: 300 feet Crew: 8 Officers 72 Enlisted

Armament: Ten Torpedo Tubes, 6 forward and 4 aft, with 14 reloads, total 24 torpedoes; 1-5"/25 caliber gun; various combinations of 40mm and 20mm antiaircraft guns.

USS Cod is now moored adjacent to the Naval Reserve Center on Lake Erie in Cleveland, Ohio. USS Cod is in good condition and is the only submarine memorial that has not been modified for civilian visitor access. Visitors to USS Cod are required to climb down one of the access hatches in a manner similiar to wartime crew access. USS Cod is missing her submarine deck armament. The 5" deck gun on the boat was the type used by a surface vessel during the war and is not a submarine deck gun. With the exception of its deck guns, USS Cod retains her World War II integrity.

8. Significance

Period	Areas of Significance—Check and justify below			
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion
1400–1499	archeology-historic	conservation	law	science
1500–1599	agriculture	economics	literature	sculpture
1600–1699	architecture	education	X military	social
1700–1799	art	engineering	music	humanitarian
1800–1899	commerce	exploration settlement	philosophy	theater
X 1900–	communications	industry	politics government	transportation
		invention		other (specify)

Specific dates 1943-1945 **Builder Architect** Electric Boat Company

Statement of Significance (in one paragraph)

In the conflict against Japan in World War II, the role and importance of the submarine forces of the United States cannot be overestimated. American submarines sank more than 600,000 tons of enemy warships and more than 5,000,000 tons of merchant shipping, thus destroying much of Japan's ocean commerce. This was accomplished by a force that never numbered more than two percent of naval personnel engaged in the war. The American submarine war against Japan created a blockade that denied her the oil, iron ore, food, and other raw materials she needed to continue to fight. By 1945 this submarine war made it all but impossible for any Japanese ship to sail the ocean. Without this commerce and the raw materials it supplied to her war effort, Japan found it impossible to continue the war outside of the homeland.[1]

USS Cod represents U.S. submarine forces that fought against Japan in World War II for the following reasons:

1. USS Cod conducted 7 war patrols and sank 8 Japanese ships totaling 26,985 tons of shipping. USS Cod was awarded 7 battle stars for her World War II service.

2. USS Cod (SS-224) is the lowest numbered World War II submarine preserved today.

3. USS Cod is in good condition, and with the exception of her missing deck guns, retains her World War II integrity. USS Cod is the only World War II submarine that has not been altered to accommodate civilian visitor access.

FOOTNOTES

[1]Drew Middleton, Submarine--The Ultimate Navy Weapon--Its Past, Present, and Future (Chicago, Illinois: Playboy Press, 1976), pp. 109-12.

Edwin P. Hoyt, Submarines at War--The History of the American Silent Service (New York: Stein and Day, 1983), pp. 297-98.

Richard H. O'Kane, Clear the Bridge (New York: Bantam Books, 1981), pp. 465-67.

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Alden, John A. The Fleet Submarine in the U.S. Navy--a Design and Construction History. Annapolis, Maryland: Naval Institute Press, 1979.

Bagnasco, Erminio. Submarines of World War II. London, England: Arms and Armour Press, 1977.

Blair, Clay, Jr. Silent Victory--The U.S. Submarine War Against Japan. Philadelphia, Pennsylvania: J. B. Lippincott Company, 1975.

Hoyt, Edwin P. Submarine at War--The History of the American Silent Service. New York: Stein and Day, 1983.

Middleton, Drew. Submarine--The Ultimate Naval Weapon-Its Past, Present, and Future. Chicago, Illinois: Playboy Press, 1976.

Roscoe, Theodore. United States Submarine Operations in World War II. Annapolis, Maryland: United States Naval Institute, 1965.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Cleveland North **Quadrangle scale** 1:24,000

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A	17	441210	4159150	B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	Harry A. Butowsky		
organization	National Park Service	**date**	May 1985
street & number	Division of History	**telephone**	(202) 343-8168
city or town	Washington	**state**	DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title **date**

For NPS use only

I hereby certify that this property is included in the National Register

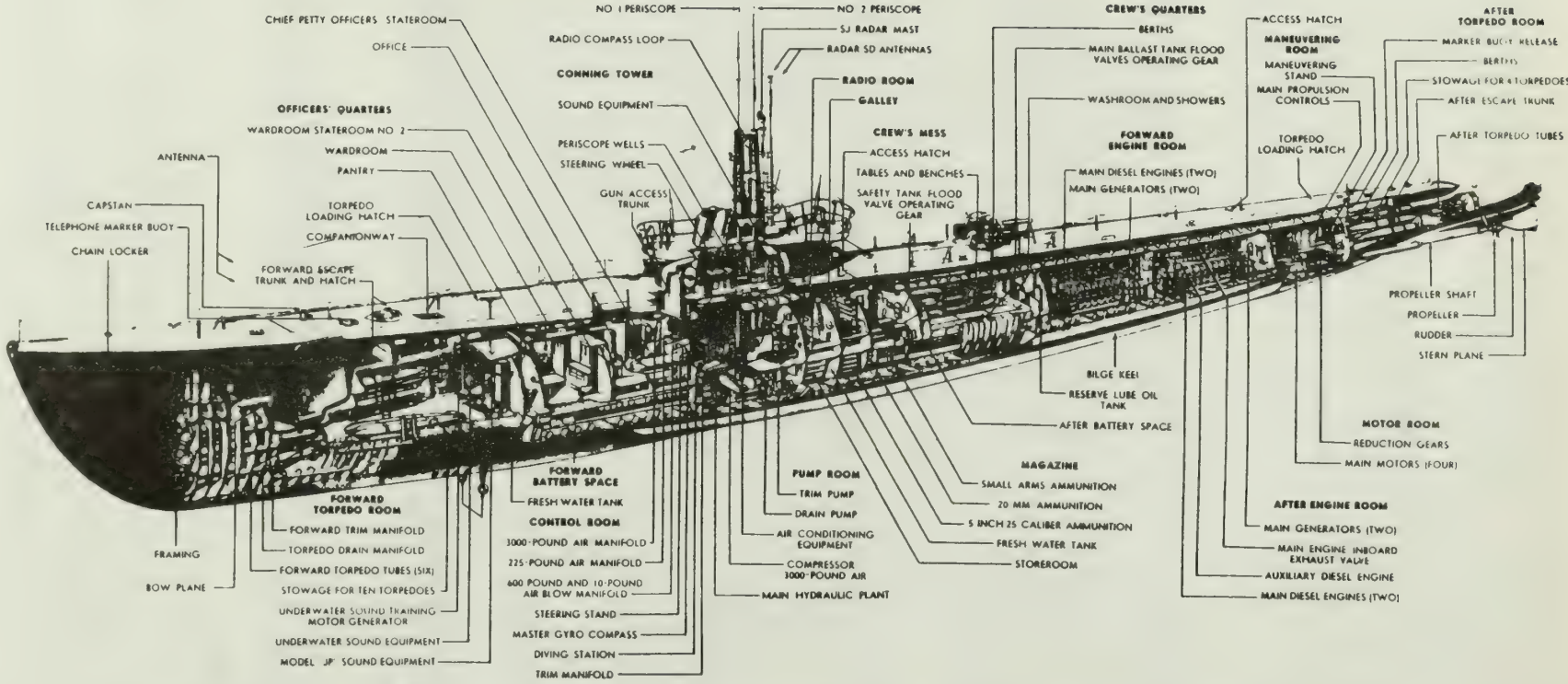
date

Keeper of the National Register

Attest: **date**

Chief of Registration

GPO 894-788



The Gato Class was a superb weapon for the Pacific War. This was the standard WWII design for the U.S.N. Due to the increase of surface fighting, top side armament was beefed up as the war progressed.

The COD is now preserved in Cleveland, Ohio. Displacement: 1525 tons (surfaced), 1825 tons (submerged); Armament: ten 21-inch torpedo tubes (6 forward, 4 aft); Carried 24 torpedoes; Guns at war's end: 6# fifty caliber machine guns, 2# twenty milimeter anti aircraft, 2# forty milimeter and one five inch 25 caliber deck gun; Normal Complement: 72 men, 8 officers; Fuel Capacity: 96,000 gallons; Cruising Range: 20,000 miles.

Source: Howard B. Dishong, 24 Torpedoes and 13 Buttons, Privately Printed, 1975, p. 15.

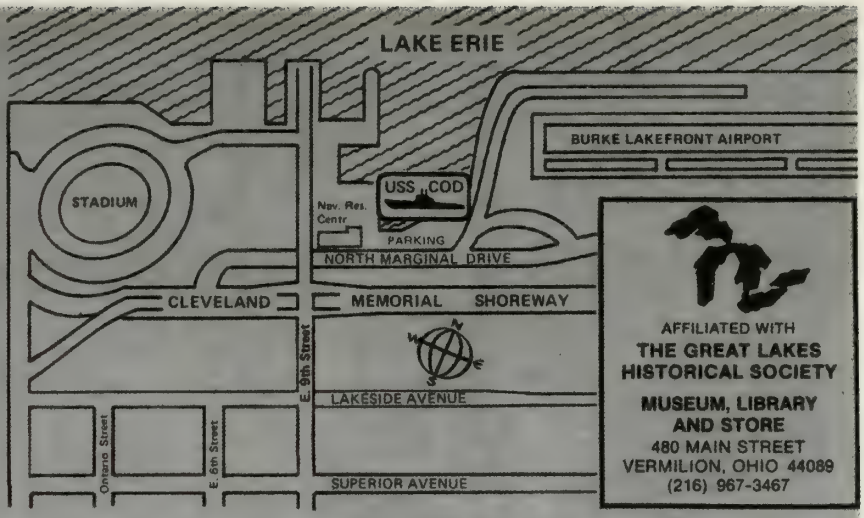
USS COD (SS 224) Cleveland, Ohio

Cod stands as a historical monument to men in the Silent Service of World War II, and to all submariners throughout the world. The submarine is open to the public and maintained through the efforts of Cleveland Coordinating Committee For Cod (a non-profit organization), with the support of civic minded contributors and other volunteers.

LOCATION

Cod and parking area are located at North Marginal Drive between E. 9th Street and Burke Lakefront Airport.

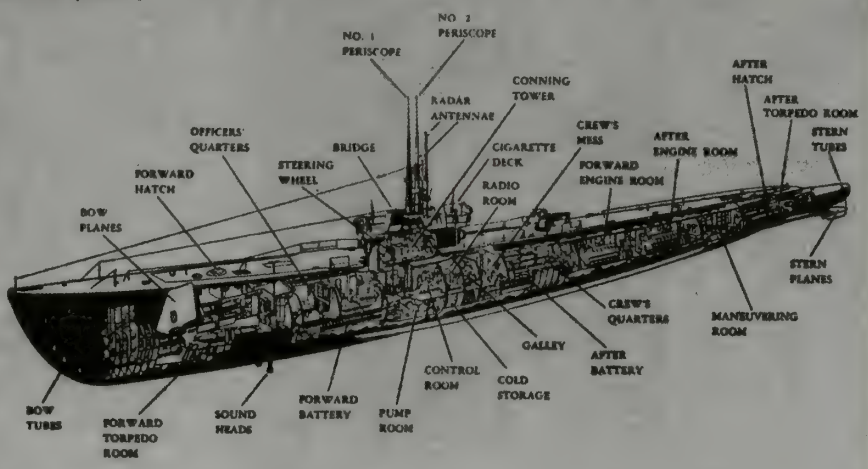
Mailing Address: USS COD
1089 E. 9th St., Cleveland, Ohio 44114
Phone: (216) 566-8770



Anatomy of a U.S. Fleet Type Submarine (WWII)

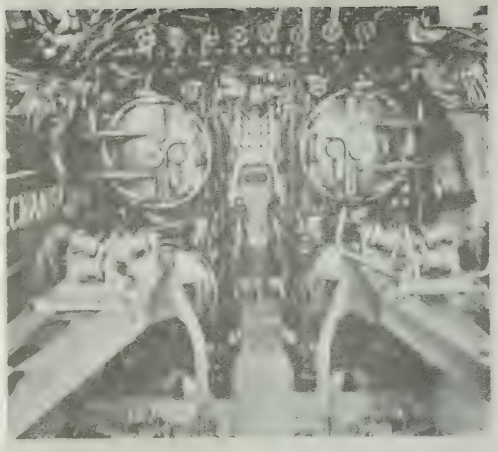
STATISTICS

Length	312 Feet
Beam	27 Feet
Draft	15 Feet
Displacement: Surfaced	1500 Tons
Submerged	1800 Tons
Max. Speed: Surfaced	22 Knots
Submerged	9 Knots
Test Depth	300 Feet
Armament	24 Torpedoes
	5-Inch Deck Gun
	2 40 mm Guns
	2 20 mm Guns
Normal Complement	72 Men
	8 Officers
Fuel Capacity	96,000 Gallons
Cruising Radius	20,000 Miles



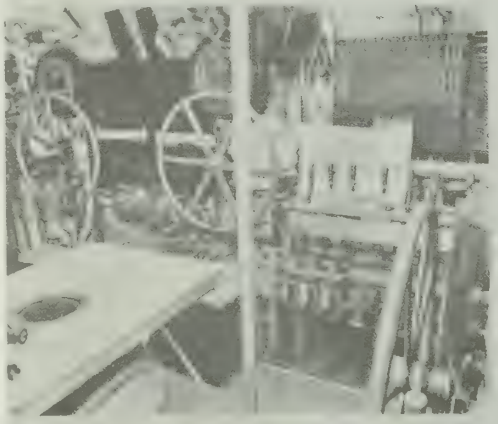
USS COD

(SS 224)



FORWARD TORPEDO ROOM

Six of the ten torpedo tubes are in this compartment. Four others are in the After Torpedo Room. Both rooms are "escape" compartments from which the crew may leave the ship if it were in a disabled condition while submerged.

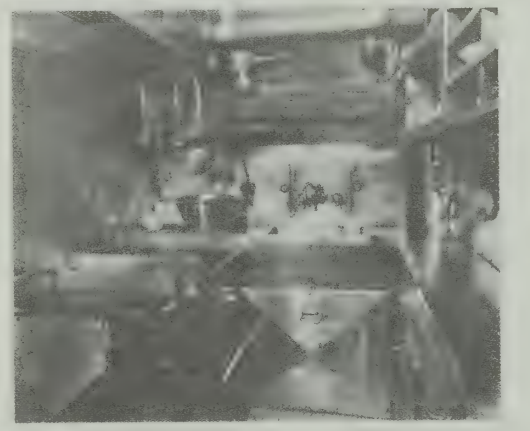


CONTROL ROOM

The ship was dived and surfaced in this space. Shown are the plane control wheels, the hydraulic manifold and the emergency steering station.

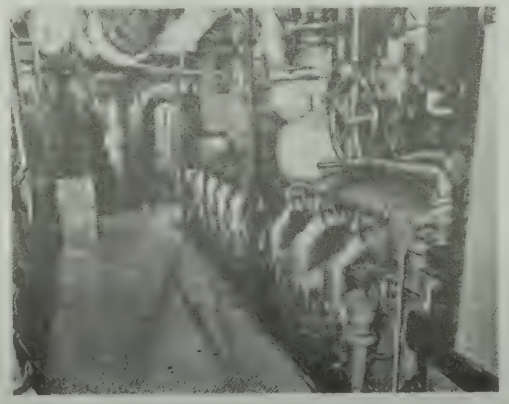
GALLEY

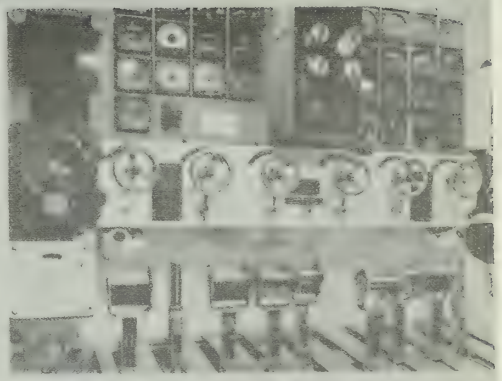
Sufficient quantities of food for extended patrols were stored in a large refrigerator and freezer in a deck below the galley. Three or more meals a day were prepared for officers and crew in this tiny area, often under difficult conditions.



FORWARD ENGINE ROOM

The two vertical cylinders are the 1000 gallons per day stills from which fresh water was made. This compartment housed two of the four 1600 horsepower diesel engines, each directly coupled to a 1100 KW generator.



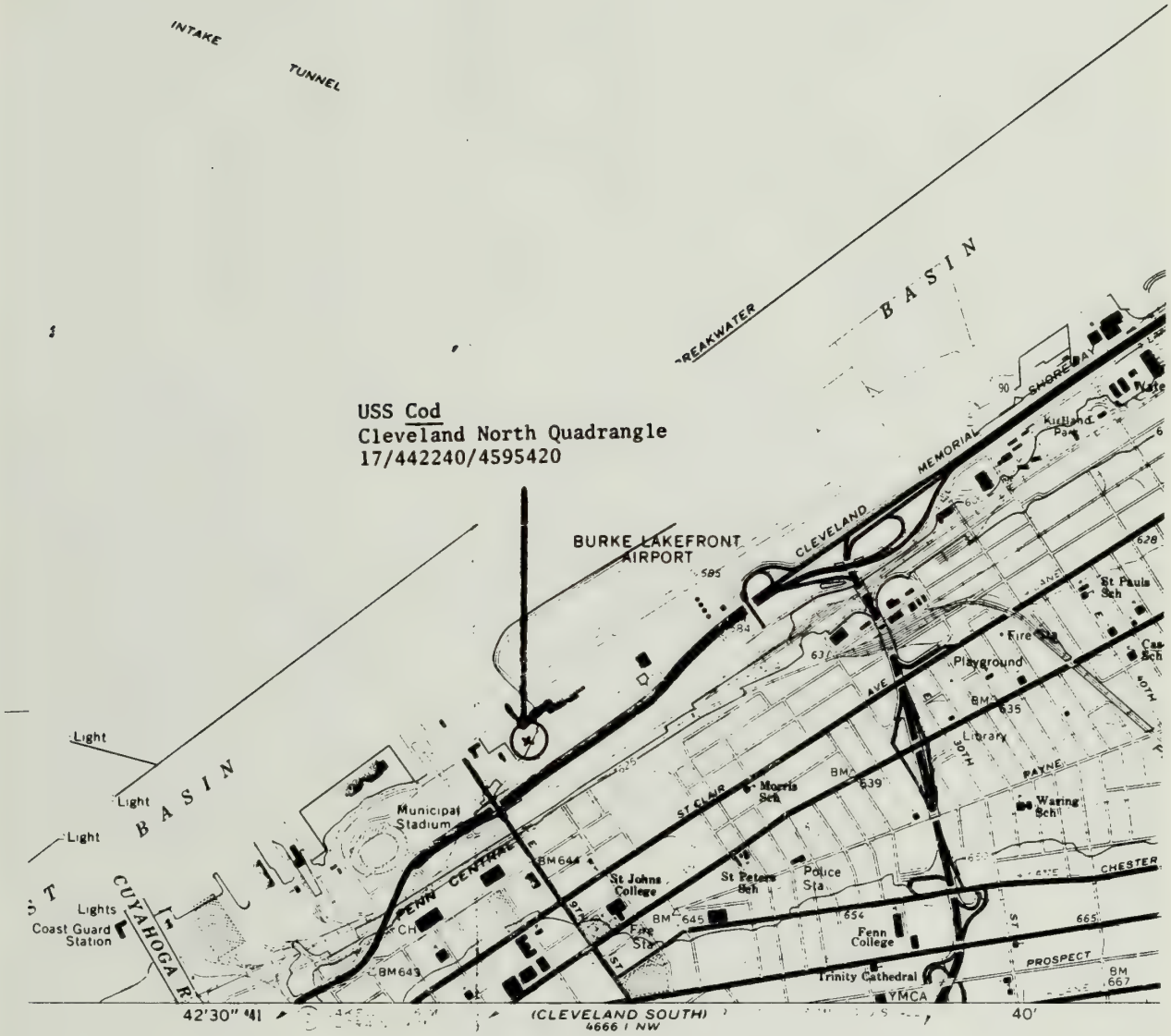


MANEUVERING ROOM

Here the ship's speed and direction are controlled, using power from either batteries or generators. The batteries may also be charged from the generators. Two crewmen were on watch when the ship was underway.

HISTORY OF THE USS COD

COD was one of 236 fleet type submarines built during World War II. Fifty-two were lost. Launched in March, 1943, COD was dispatched to the Western Pacific where she operated out of Australia and the Philippines. She made seven patrols against the Japanese, the first three under the command of LCDR J. C. Dempsey, USN, the next three under LCDR J. A. Adkins, USN, and the last under LCDR E. M. Westbrook, USN. During the course of her action, COD sank ten Japanese warships, thirty merchant ships, and had seven damaged vessels to her credit. These are depicted by the small Japanese flags painted on the side of her bridge. COD was depth-charged, strafed, and overcame a potentially disastrous fire in the After Torpedo Room. After the war she was put in "mothballs" until the Korean War when she was again placed in active service. COD operated with the Canadian Navy until 1950 when she was brought to Cleveland as a training platform for the Submarine Reservists here. As the U.S. Submarine Navy became nuclear, COD no longer was useful for training and was stricken from the Navy's roll of active ships on January 1, 1972. On January 25, 1975, she was donated to the Cleveland Coordinating Committee For Cod as custodian for the Cleveland Community.



SCALE 1:24000

1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 0 1 KILOMETER

MN
GN
4° 71 MILS
0°27' 8 MILS

AND 1970 MAGNETIC NORTH
TION AT CENTER OF SHEET

CONTOUR INTERVAL 5 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS LOW WATER 570 5 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

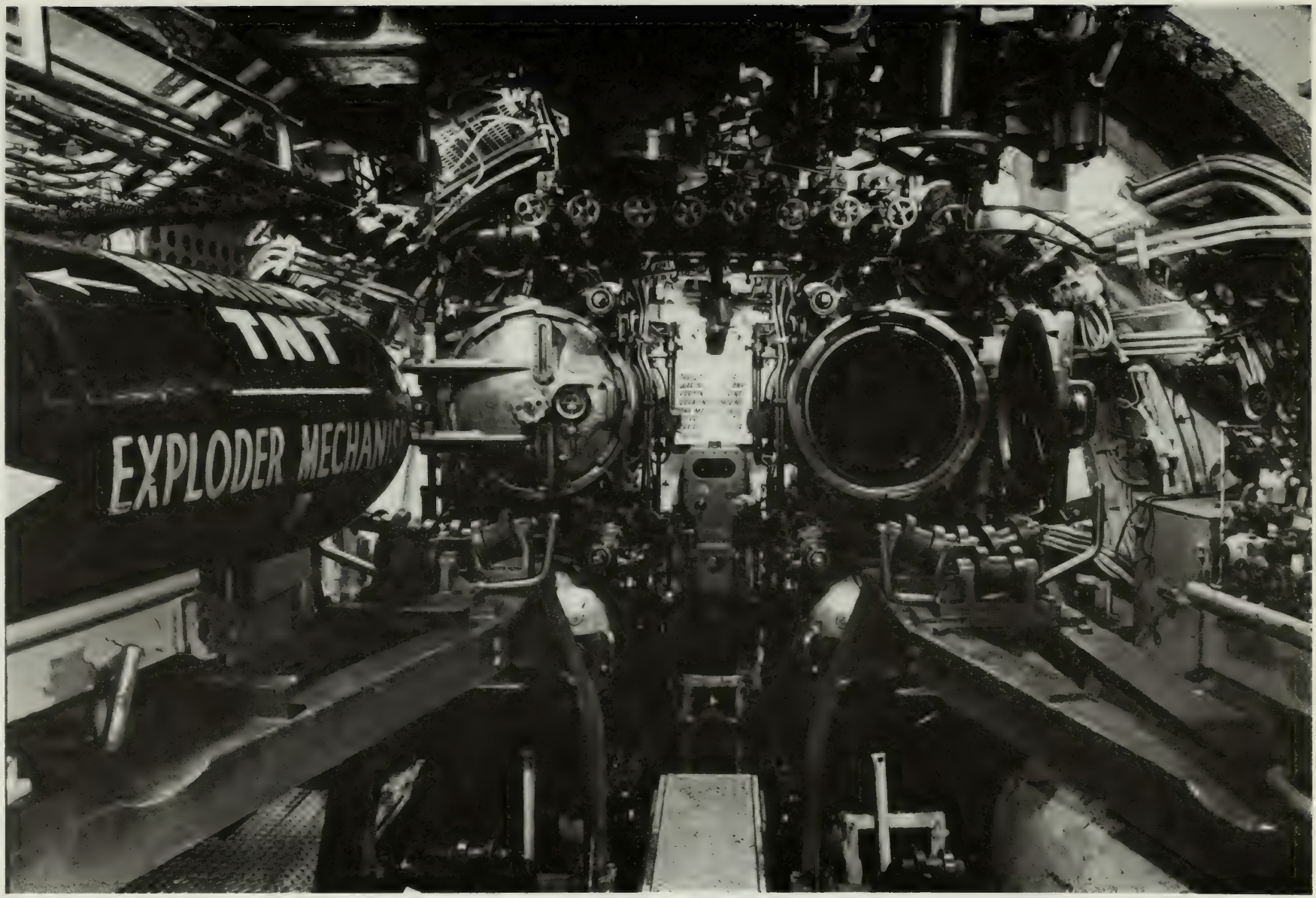
1. USS Cod
2. Cleveland, Ohio
3. Donald A. Gairing
4. 1985
5. Cleveland Coordinating Committee for Cod
6. Exterior view
7. Photo #1

224

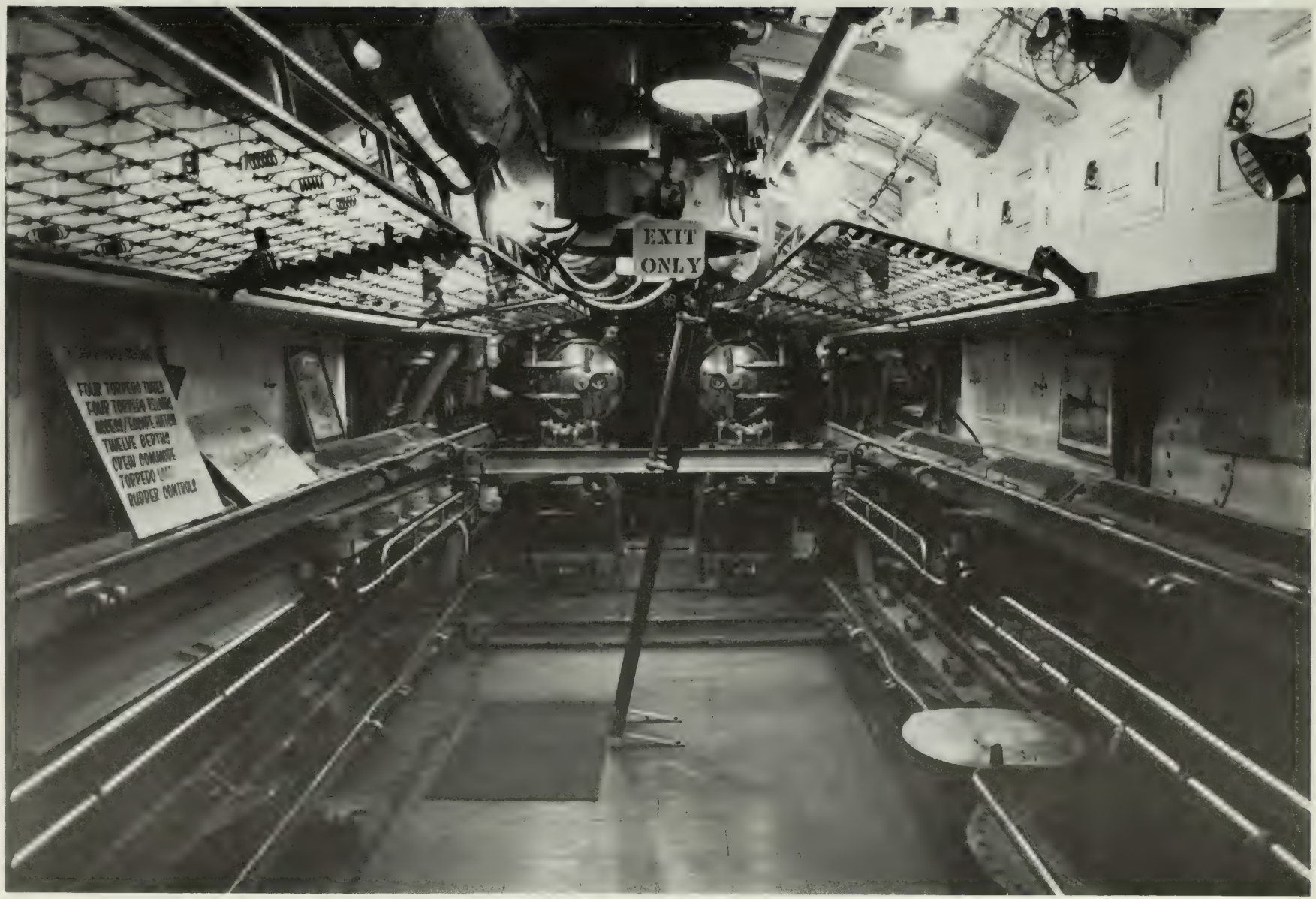
1. USS Cod
2. Cleveland, Ohio
3. Donald A. Gairing
4. 1985
5. Cleveland Coordinating Committee for Cod, Inc.
6. Conning Tower
7. Photo #2

224

1. USS Cod
2. Cleveland, Ohio
3. Donald A. Gairing
4. 1985
5. Cleveland Coordinating Committee for Cod, Inc.
6. Forward Torpedo Room
7. Photo #3


TNT
EXPLODER MECHANI

1. USS Cod
2. Cleveland, Ohio
3. Donald A. Gairing
4. 1985
5. Cleveland Coordinating Committee for Cod, Inc.
6. After Torpedo Room
7. Photo #4


EXIT
ONLY

1. USS Cod
2. Cleveland, Ohio
3. Donald A. Gairing
4. 1985
5. Cleveland Coordinating Committee for Cod, Inc.
6. Officer's Wardroom
7. Photo #5

CAUTION
NO SMOKING

1. USS Cod
2. Cleveland, Ohio
3. Donald A. Gairing
4. 1985
5. Cleveland Coordinating Committee for Cod, Inc.
6. Foward engine room
7. Photo #6

1. USS Cod
2. Cleveland, Ohio
3. Donald A. Gairing
4. 1985
5. Cleveland Coordinating Committee for Cod, Inc.
6. Conning Tower
7. Photo #7

1. USS Cod
2. Cleveland, Ohio
3. Donald A. Gairing
4. 1985
5. Cleveland Coordinating Committee for Cod, Inc.
6. Captain's Stateroom
7. Photo #8

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Bowfin (SS 287)

and or common

2. Location

street & number 11 Arizona Memorial Drive ___ not for publication

city, town Honolulu ___ vicinity of

state Hawaii code 15 county Honolulu code 003

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	_X_ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_X_ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Pacific Fleet Submarine Memorial Association

street & number 11 Arizona Memorial Drive

city, town Honolulu, Pearl Harbor ___ vicinity of state Hawaii 96818

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20036

6. Representation in Existing Surveys

title National Register Nomination Form has this property been determined eligible? _X_ yes ___ no

date 1982 ___ federal _X_ state ___ county ___ local

depository for survey records National Park Service, Interagency Resources Division

city, town Washington state DC 20013-7127

7. Description

Condition		Check one	Check one
_X_ excellent	___ deteriorated	_X_ unaltered	N/A original site
___ good	___ ruins	___ altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Bowfin (SS 236) was launched at Portsmouth, New Hampshire on December 7, 1942, and was commissioned there on May 1, 1943. She is a fleet type submarine of the Balao class. The pressure hull of USS Bowfin is reinforced with high tensile steel to enable her to operate at depths in excess of 400 feet. Since the maximum depth setting of Japanese depth charges at the beginning of the war was only 300 feet this extra margin of safety represented an improvement of the Balao class over the previously designed Gato class of fleet submarines.[1] USS Bowfin has an exterior coat of haze gray paint on the surface that would normally be seen from a side view. Surfaces that would be seen from an above or aerial view are painted black. This particular paint scheme was common in World War II submarines as a means of camouflage: the side view of light gray blended with the horizon while the aerial view of black blended in with the dark ocean and may even have appeared as a whale in the water to enemy aircraft.[2]

The superstructure of the boat has several antennae and periscope shears as well as two antiaircraft gun emplacements mounted on the bridge portion. A dual-purpose 5"/25 caliber gun is mounted aft of the superstructure on the main deck. There are two hatches on the main deck that give visitors access to the interior of the boat. A 35' walkway provides access to the boat from the shoreline.[3]

Specific ship data concerning USS Bowfin is:

Length: 312 feet Width: 27 feet

Displacement: 1,525 tons surface / 2,415 tons submerged

Speed: 21 knots surface / 10 knots submerged

Armament: Ten 21" torpedo tubes (6 forward, 4 aft), Twenty-four torpedos total (Mark 14 or Mark 18s used), one 5"/25 caliber deck gun, plus various combinations of antiaircraft guns.

Fuel Capacity: 118,000 gallons Cruising radius: 22,000 miles

Maximum Depth: 400 feet plus

USS Bowfin is in excellent condition and retains her World War II integrity.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	___ architecture	___ education	X military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation	
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates 1942-1945 **Builder/Architect** Portsmouth Navy Yard

Statement of Significance (in one paragraph)

In the conflict against Japan in World War II, the role and importance of the submarine forces of the United States cannot be overestimated. American submarines sank more than 600,000 tons of enemy warships and more than 5,000,000 tons of merchant shipping, thus destroying much of Japan's ocean commerce. This was accomplished by a force that never numbered more than two percent of naval personnel engaged in the war. The American submarine war against Japan created a blockade that denied her the oil, iron ore, food,, and other raw materials she needed to continue to fight. By 1945 this submarine war made it all but impossible for any Japanese ship to sail the ocean. Without this commerce and the raw materials it supplied to her war effort, Japan found it impossible to continue the war outside of the homeland.[4]

USS Bowfin represents U.S. submarine forces that fought against Japan in World War II for the following reasons:

1. USS Bowfin is credited with sinking 16 enemy vessels for a total of 67,882 tons. She ranks 17th in tonnage sunk and 15th in number of ships sunk for all World War II American submarines. USS Bowfin received the Presidential Unit Citation for her second war patrol, the Navy Unit Commendation for her sixth war patrol, and eight battle stars for her World War II service. Fleet Adm. Chester W. Nimitz and Admiral William F. Halsey boarded USS Bowfin at Pearl Harbor to present her Presidential Unit Citation after her second war patrol.

2. USS Bowfin took aboard Rear Adm. Ralph W. Christie, Commander of the U. S. Submarine Force, Southwest Pacific for part of her third war patrol in January 1944. Admiral Christie had twice previously requested permission to go out to sea on a war patrol. He was refused permission by higher authorities who feared the consequences of losing an officer of Christie's rank to the Japanese. Admiral Christie decided to take matters into his own hands and met USS Bowfin when she came in for fuel and torpedoes and made his war patrol. He only reported his decision after USS Bowfin returned to port. Admiral Christie thus became the only U.S. Navy Flag officer to have been on board a submarine during war patrol.

3. USS Bowfin is the only World War II submarine now at Pearl Harbor. Although USS Bowfin operated primarily out of Australia during her wartime career she did sortie from Pearl Harbor for some of her war patrols and she did use the submarine repair facilities there during the war. USS Bowfin represents the role of Pearl Harbor in the submarine war against Japan.

4. USS Bowfin is in excellent condition and retains her World War II integrity.

FOOTNOTES

1. Edwin P. Hoyt, Bowfin (New York: Van Nostrand Reinhold Company, 1983), pp. 6-7.

2. Harvey Gray, "National Register of Historic Places Inventory USS Bowfin" Hololulu, Hawaii: Pacific Fleet Memorial Submarine Association, 1982).

3. Ibid.,

4. Drew Middleton, Submarine--The Ultimate Navy Weapon-Its Past, Present, and Future (Chicago, Illinois: Playboy Press, 1976), pp. 109-12.

   Edwin P. Hoyt, Submarine at War--The History of the American Silent Service (New York: Stein and Day, 1983), pp. 297-98.

   Richard H. O'Kane, Clear the Bridge (New York: Bantam Books, 1981), pp. 465-67.

BIBLIOGRAPHY

Alden, John D. The Fleet Submarine in the U.S. Navy--A Design and Construction History. Annapolis, Maryland: Naval Institution Press, 1979.

Blair, Clay Jr. Silent Victory--The U.S. Submarine War Against Japan. Philadelphia, Pennsylvania: J. B. Lippincott Company, 1975.

Gray, Harvey. National Register of Historic Places Inventory USS Bowfin." Honolulu, Hawaii: Pacific Fleet Memorial Association, 1982.

Hoyt, Edwin P. Bowfin. New York: Van Nostrand Reinhold Company, 1983.

Hoyt, Edwin P. Submarines at War--The History of the American Silent Service. New York: Stein and Day, 1983.

Middleton, Drew. Submarine--The Ultimate Naval Weapon-Its Past, Present, and Future. Chicago, Illinois: Playboy Press, 1976.

O'Kane, Richard. Clear the Bridge. New York: Bantam Books, 1981.

Roscoe, Theodore. United States Submarine Operations in World War II. Annapolis, Maryland: United States Naval Institute, 1965.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Puoloa

Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	04	609720	2136137
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	Harry A. Butowsky		
organization	National Park Service	date	May 1985
street & number	Division of History	telephone	(202) 343-8168
city or town	Washington	state	DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

THE USS BOWFIN SS287

The USS BOWFIN was launched at Portsmouth, N.H. on December 7, 1942 and was commissioned there on May 1, 1943. After a short period of training at Newport, R.I., BOWFIN departed for Brisbane, Australia by way of the Panama Canal.

From August, 1943 until the Pacific war ended in August, 1945, she conducted nine war patrols and sank 44 enemy vessels. BOWFIN was enroute to Guam from Pearl Harbor on her tenth war patrol when the Japanese surrender was announced. During her nine war patrols, she is credited with sinking 179,946 tons of enemy shipping and damaging another 33,934 tons.

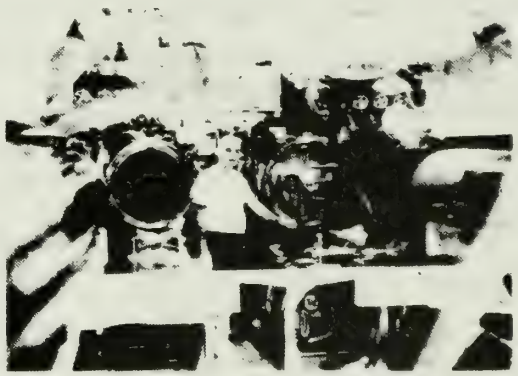
In July, 1946 she was decommissioned and placed in the Reserve Fleet New London Group. BOWFIN was recommissioned in July, 1951 during the Korean War although she saw no war action. In April, 1954 she was placed "out of commission in reserve." In May, 1960 she was towed from Mare Island, California to Seattle where she became the replacement for the Naval Reserve Training Submarine USS PUFFER.

BOWFIN spent the next ten years on that duty, going nowhere but making lots of friends among naval reserve crews and visitors. Finally, in December, 1971 the boat was stricken from the Navy list. In naval language, that means a ship is too old for any useful purpose, and the next step is usually being sold for scrap and sent off to a razor blade factory.

But BOWFIN was ordered to Pearl Harbor for retirement at the Naval Inactive Ships Maintenance Facility, where she arrived on August 8, 1972. Almost immediately, a small group in Hawaii banded together to foster and implement a common idea: a fitting tribute to the men of the Silent Service who played such an important role in the United States' victory in the Pacific during World War II.

From that small acorn grew a very large oak tree, known as the Pacific Fleet Submarine Memorial Association, sponsored by the Honolulu Council of the U.S. Navy League. The Department of the Navy transferred BOWFIN to the Association to restore, "preserve and exhibit the vessel." After completion of initial restoration work, much of which was accomplished by volunteers, BOWFIN was moved to her present location at Pearl Harbor near the Arizona Memorial Visitor Center in December, 1980. The first general-public visitors to the boat boarded from Bowfin park in April, 1981.

Proceeds from admissions, gift shop receipts, association membership dues and donations are used by the Association, a non-profit group, for the restoration of BOWFIN and maintenance of the submarine and BOWFIN PARK. No federal or state funds are being used for the restoration or maintenance of this submarine memorial to the 52 U.S. Navy submarines and 3,505 submariners lost during World War II.



PACIFIC FLEET SUBMARINE MEMORIAL ASSOCIATION

11 Arizona Drive
Honolulu, Hawaii 96818
Telephone: (808) 423-1341

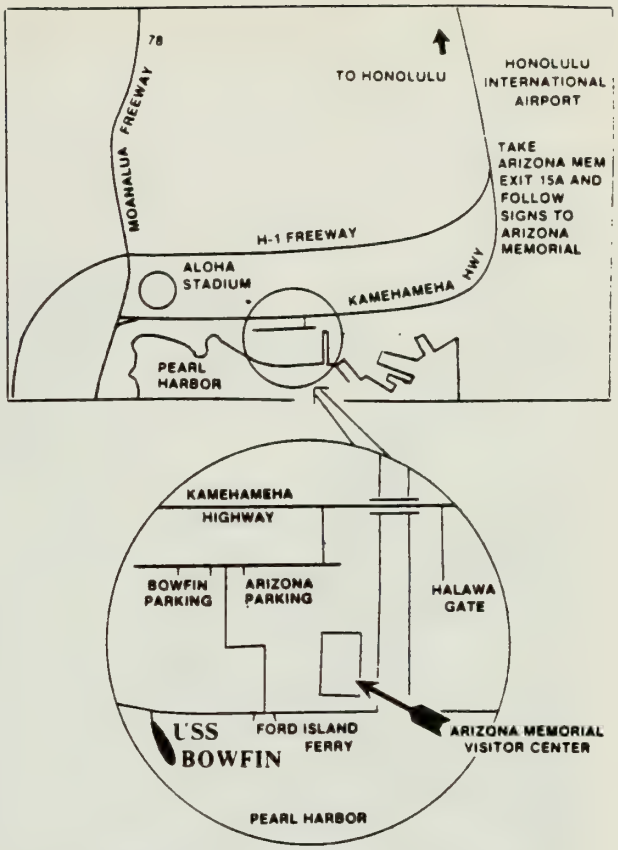
VISIT
THE USS BOWFIN SS287

Come aboard the BOWFIN and tour the living, working and combat spaces of this World War II Submarine that made nine war patrols in the Pacific and sank 44 enemy ships.

Tour and photograph this historic submarine at your own pace. Visitors are provided light weight radio wands which receive transcribed narratives at stations throughout the submarine. Additionally, tour guides are in the submarine to answer questions.

USS BOWFIN is located in BOWFIN PARK near the Arizona Memorial Visitor Center at Pearl Harbor.

Browse through the BOWFIN GIFT SHOP when you visit BOWFIN PARK.



Open every day 9:30 a.m. to 4:30 p.m.

ADMISSION:

Adult - $3.00 Children (6-12) - $1.00

Children under six years of age are not permitted on the submarine, but are welcome in BOWFIN PARK.

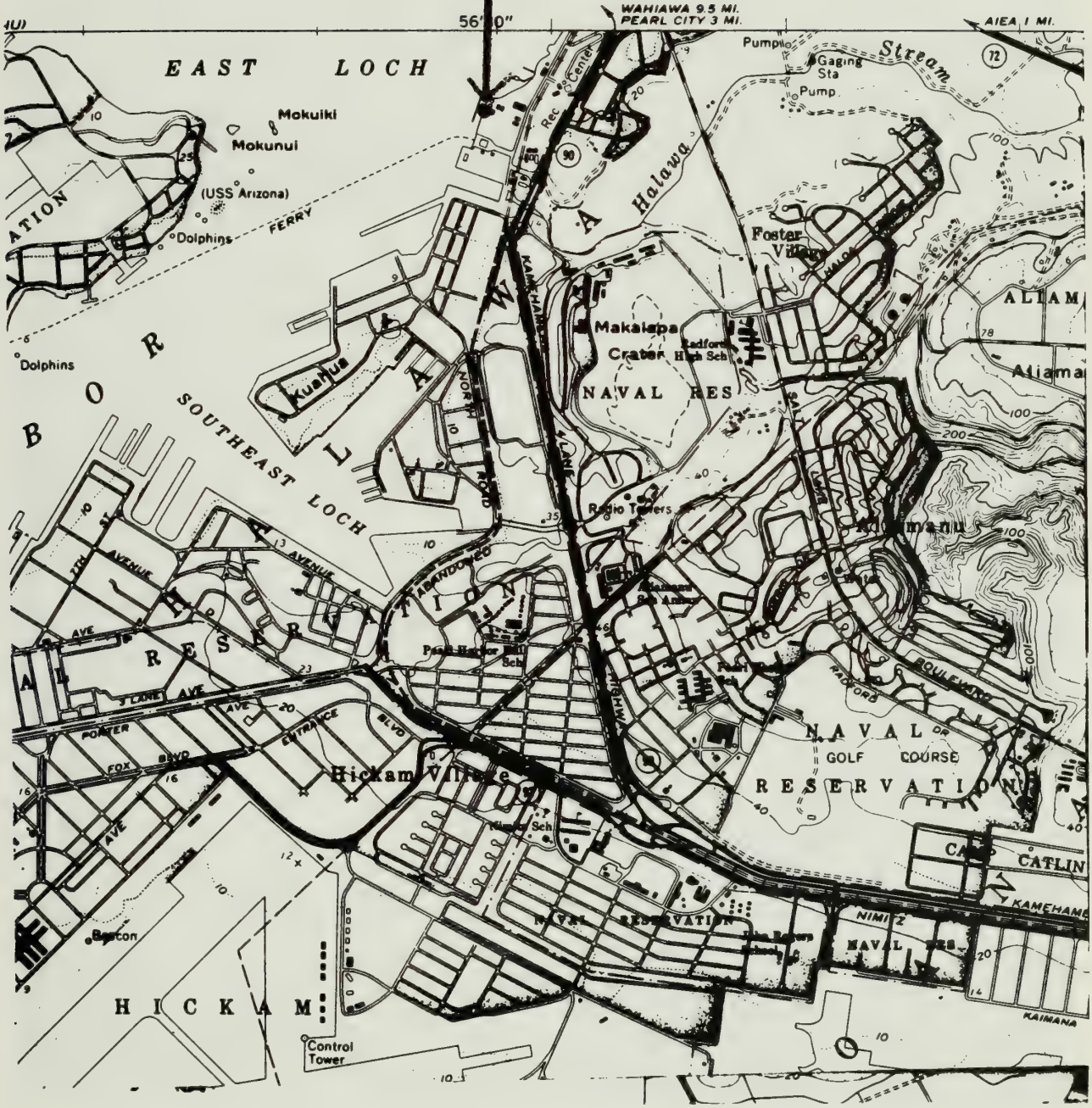
The USS BOWFIN is being restored and maintained by the Pacific Fleet Submarine Memorial Association.

Proceeds from admissions, gift shop receipts, association membership dues and donations are used by the Association, a non-profit group, for the restoration of BOWFIN and maintenance of the submarine and BOWFIN PARK. No federal or state funds are being used for the restoration or maintenance of this submarine memorial to the 52 U.S. Navy submarines and 3,505 submariners lost during World War II.

PACIFIC FLEET SUBMARINE MEMORIAL ASSOCIATION

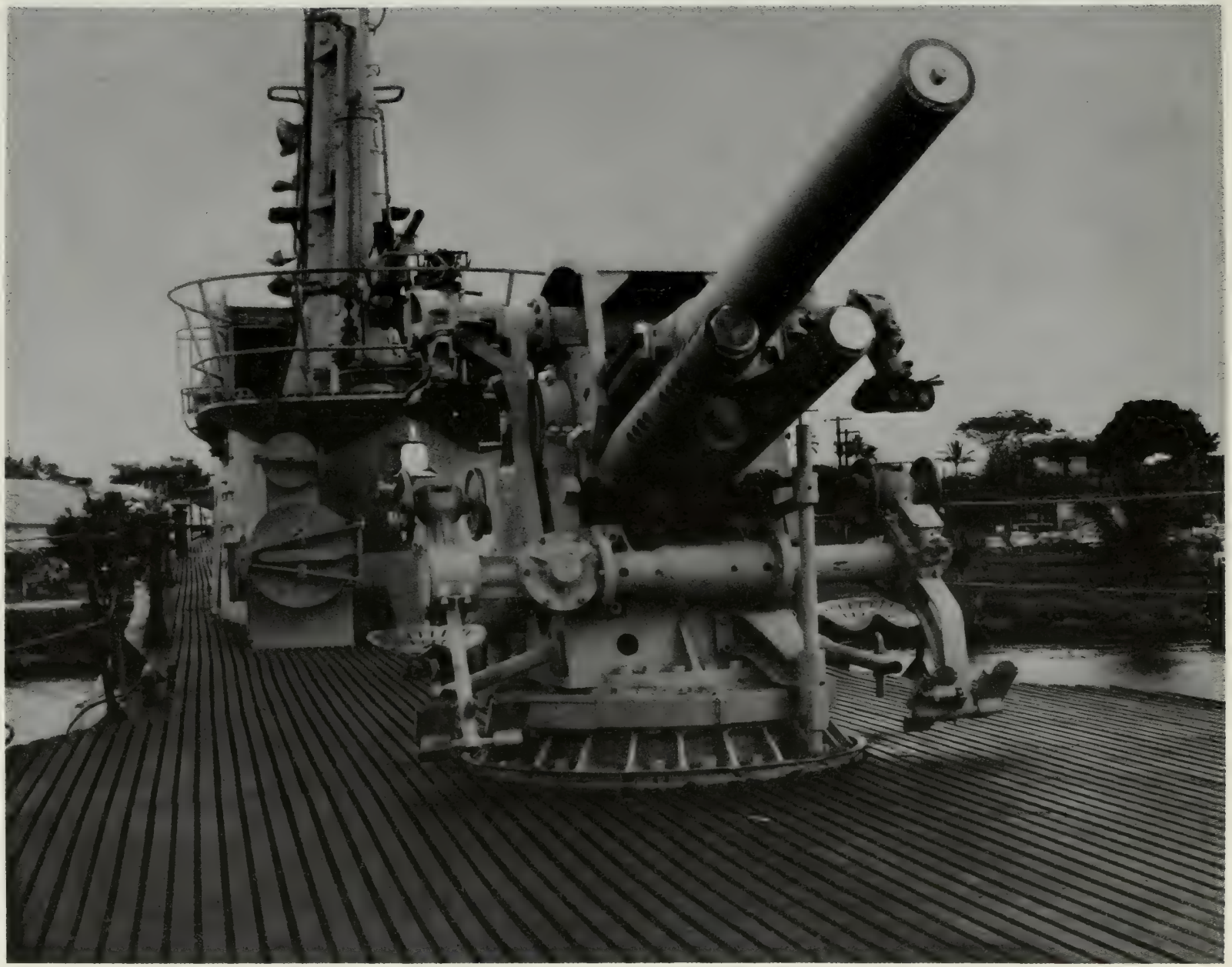
11 Arizona Drive
Honolulu, Hawaii 96818
Telephone: (808) 423-1341

USS Bowfin
Puoloa Quadrangle
04/609720/2363720

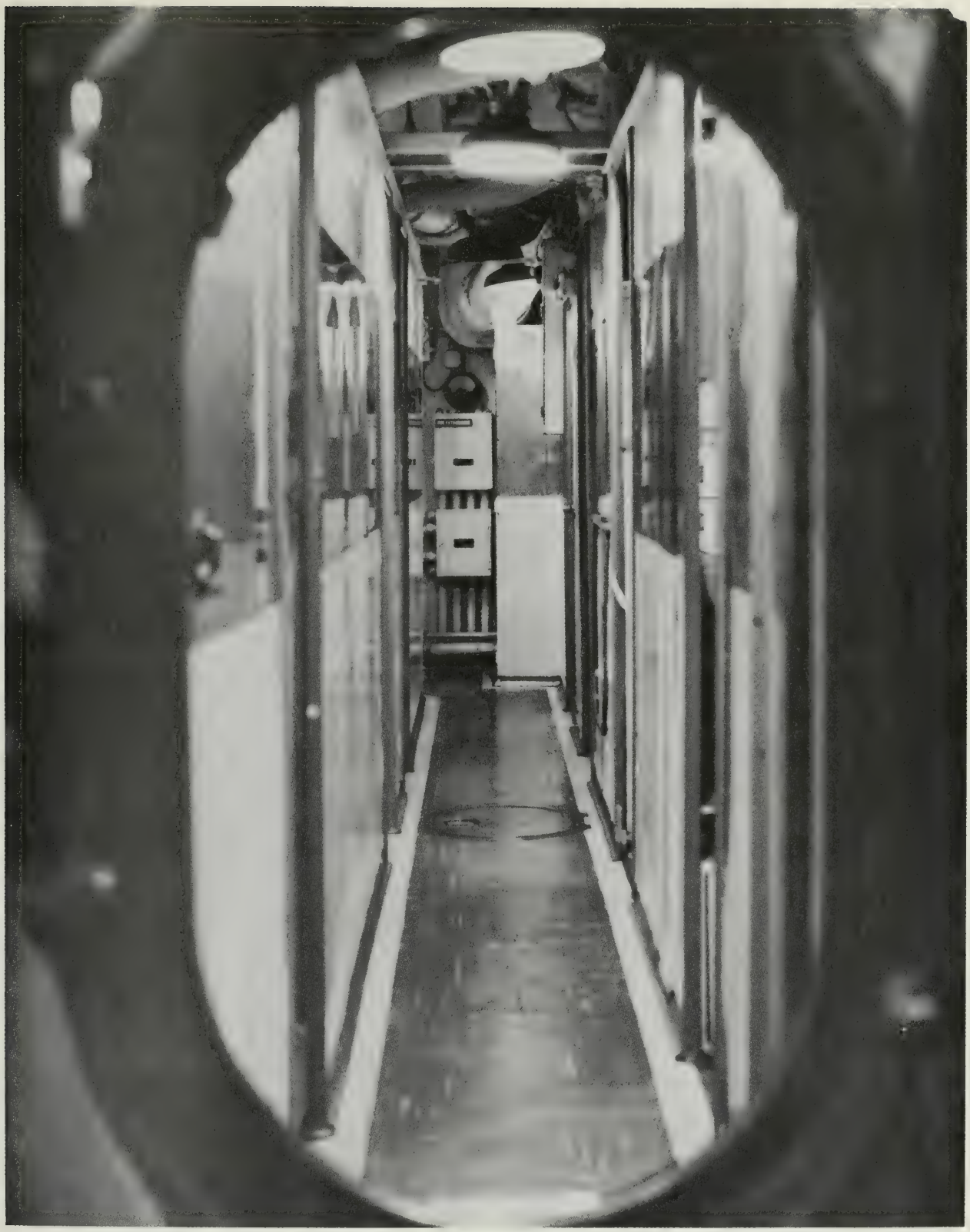


1. USS Bowfin
2. Pearl Harbor, Hawaii
3. Pacific Fleet Submarine Memorial Association
4. 1984
5. Pacific Fleet Submarine Memorial Association
6. Exterior Port side view
7. Photo #1

1. USS Bowfin
2. Pearl Harbor, Hawaii
3. Pacific Fleet Submarine Memorial Association
4. 1984
5. Pacific Fleet Submarine Memorial Association
6. 5"/25 caliber deck gun and sail from aft positior
7. Photo #2



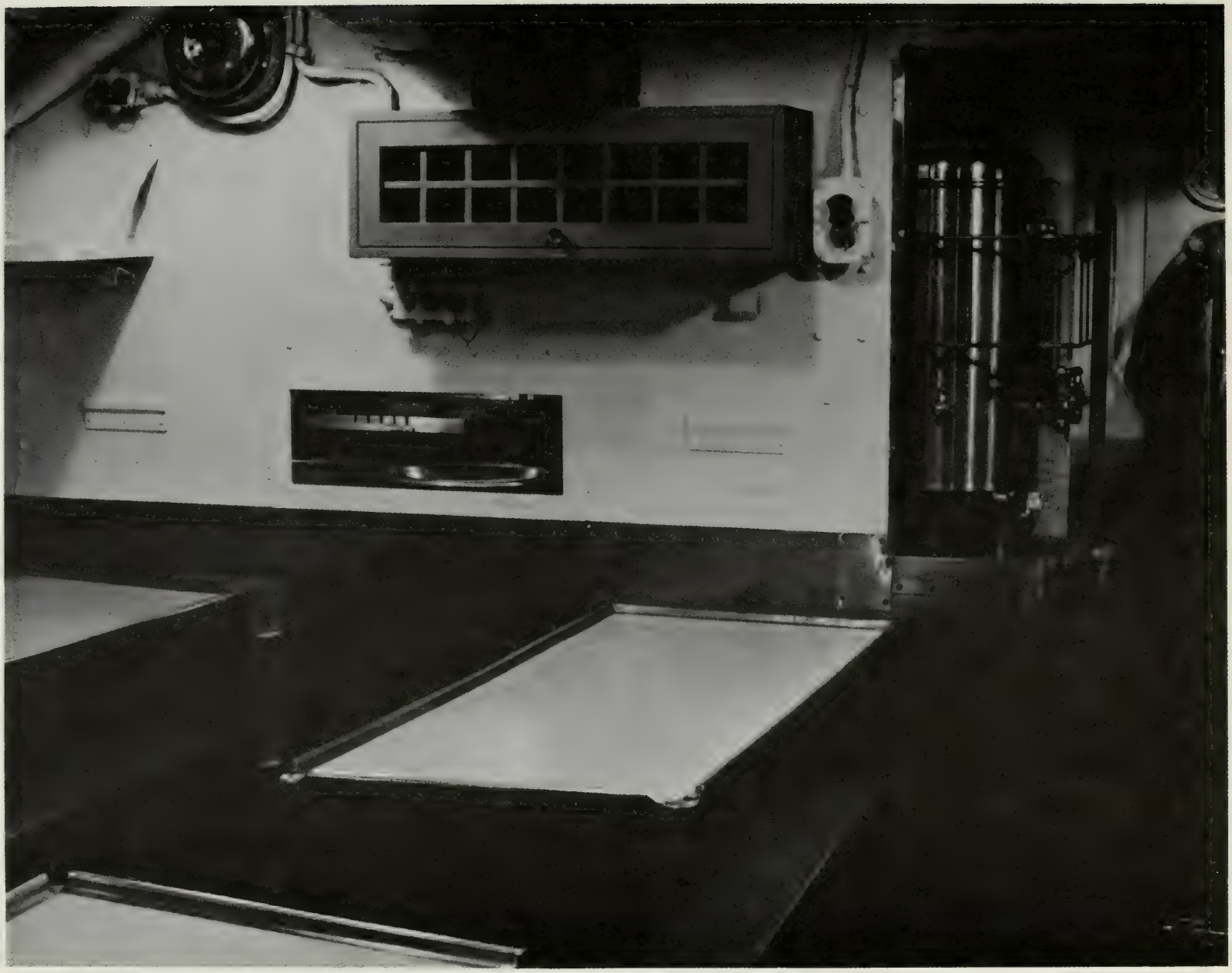
1. USS Bowfin
2. Pearl Harbor, Hawaii
3. Pacific Fleet Submarine Memorial Association
4. 1984
5. Pacific Fleet Submarine Memorial Association
6. Passageway-Officer's Quarters
7. Photo #3



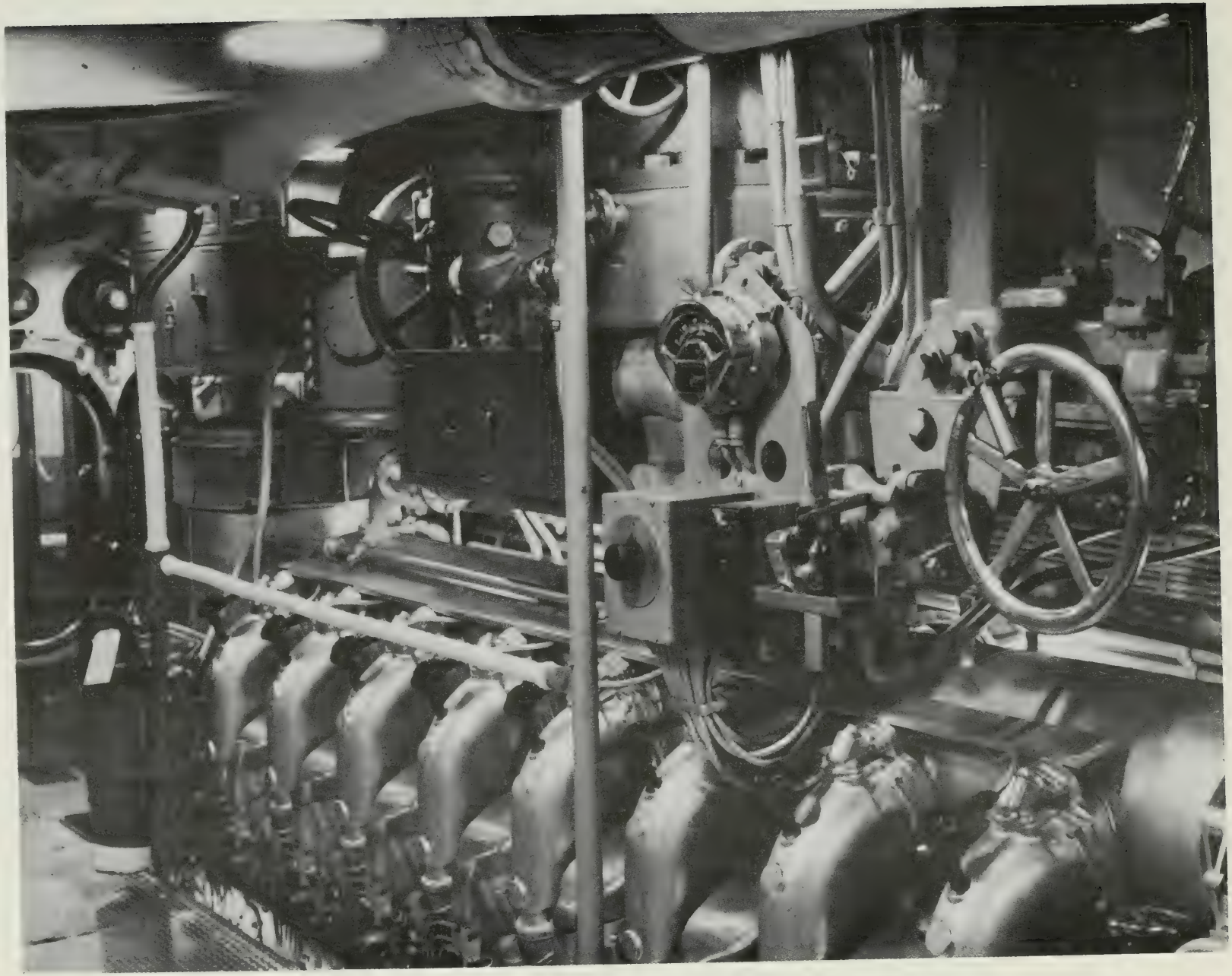
1. USS Bowfin
2. Pearl Harbor, Hawaii
3. Pacific Fleet Submarine Memorial Association
4. 1984
5. Pacific Fleet Submarine Memorial Association
6. Radio Shack
7. Photo #4

1. USS Bowfin
2. Pearl Harbor, Hawaii
3. Pacific Fleet Memorial Submarine Association
4. 1984
5. Pacific Fleet Submarine Memorial Association
6. Diving Station in Control Room
7. Photo #5

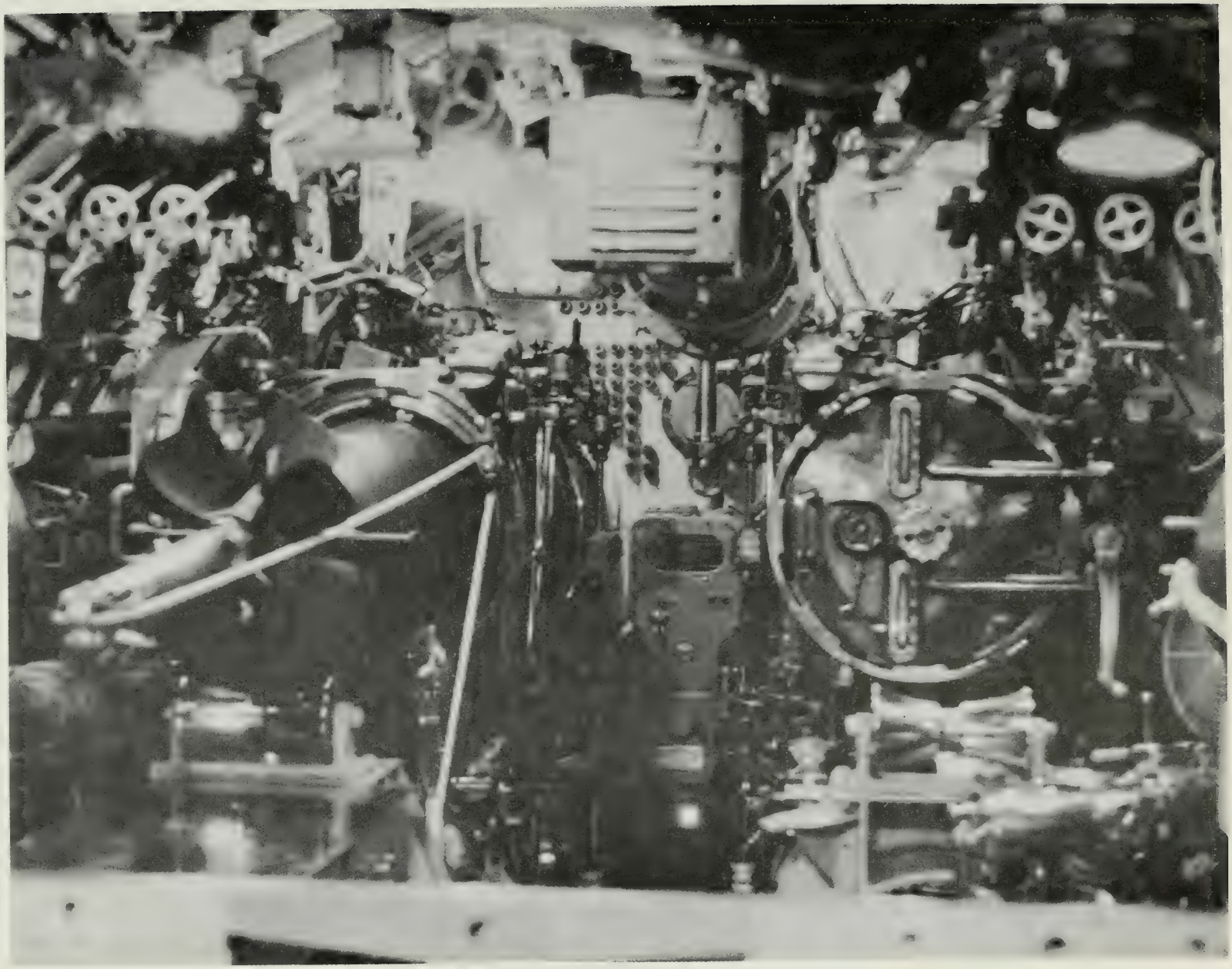
1. USS Bowfin
2. Pearl Harbor, Hawaii
3. Pacific Fleet Submarine Memorial Association
4. 1984
5. Pacific Fleet Submarine Memorial Association
6. Crew's Mess
7. Photo #6



1. USS Bowfin
2. Pearl Harbor, Hawaii
3. Pacific Fleet Submarine Memorial Association
4. 1984
5. Pacific Fleet Submarine Memorial Association
6. Forward Engine Room
7. Photo #7



1. USS Bowfin
2. Pearl Harbor, Hawaii
3. Pacific Fleet Submarine Memorial Association
4. 1984
5. Pacific Fleet Submarine Memorial Association
6. After Torpedo Room
7. Photo #8



United States Department of the Interior
National Park Service

For NPS use only

received

date entered

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Pampanito (SS 383)

and or common

2. Location

street & number Fisherman's Warf-Pier 45 ___ not for publication

city, town San Francisco ___ vicinity of

state California code 06 county San Francisco code 075

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	_X_ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_X_ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name The National Maritime Museum Association

street & number 680 Beach Street

city, town San Francisco ___ vicinity of state California 94109

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20362

6. Representation in Existing Surveys

title None has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
_X_ excellent	___ deteriorated	_X_ unaltered	N/A original site
___ good	___ ruins	___ altered	___ moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Pampanito (SS 383) was built by the Portsmouth Naval Shipyard, Portsmouth, New Hampshire, and was commissioned on November 6, 1943. She is a fleet type submarine of the Balao class. Her deck is of teakwood and her exterior is painted haze gray and black. She is a pre-snorkle type submarine, operating underwater on batteries, and powered by four engines with a diesel system delivering 6,400 horsepower.

Specific ship data concerning USS Pampanito is:

Length: 312 feet Beam: 27 feet

Displacement: 1,500 tons Submerged Displacement: 2,415 tons

Speed: 21 knots surface/10 knots submerged

Armament: Ten 21" torpedo tubes (6 forward, 4 aft), Twenty-four torpedoes (Mark 14 and Mark 18s used), one 4" 50mm deck gun, two 20mm guns

Fuel Capacity: 118,000 gallons Cruising radius: 22,000 miles

Test Depth: 600 feet

The crew consisted of 75 officers and enlisted men berthed in every available space, including over the torpedo tubes. The submarine escaped the guppying process (the complete exterior and interior alteration that most World War II boats experienced after the war) and retains her original design and fittings. The boat is in excellent condition and is now open to the public as a museum ship at Pier 45 at Fisherman's Wharf in San Francisco.[1]

8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400–1499	archeology-historic	conservation	law	science	
1500–1599	agriculture	economics	literature	sculpture	
1600–1699	architecture	education	X military	social/	
1700–1799	art	engineering	music	humanitarian	
1800–1899	commerce	exploration settlement	philosophy	theater	
X 1900–	communications	industry	politics government	transportation	
		invention		other (specify)	

Specific dates 1943-1945 **Builder Architect** Portsmouth Naval Shipyard

Statement of Significance (in one paragraph)

In the conflict against Japan in World War II, the role and importance of the submarine forces of the United States cannot be overestimated. American submarines sank more than 600,000 tons of enemy warships and more than 5,000,000 tons of merchant shipping, thus destroying much of Japan's ocean commerce. This was accomplished by a force that never numbered more than two percent of naval personnel engaged in the war. The American submarine war against Japan created a blockade that denied her the oil, iron ore, food, and other raw materials she needed to continue to fight. By 1945 this submarine war made it almost impossible for any Japanese ship to sail the ocean. Without this commerce and the raw materials it supplied to her war effort, Japan found it impossible to continue the war outside of the homeland.[2]

USS Pampanito represents U.S. submarine forces that fought against Japan in World War II for the following reasons:

1. USS Pampanito made six war patrols and is credited with sinking five enemy ships representing a total of 27,288 tons of shipping. USS Pampanito earned six battle stars for her World War II service.

2. While on one of these patrols, USS Pampanito was called upon to assist in rescuing 73 of the 2,218 Australian and British POWs who were aboard the Japanese vessels Kachidoki Maru and Rakuyo Maru. These vessels were sunk by USS Pampanito and another American submarine, USS Sealion, operating in the same wolf pack as USS Pampanito which was called "Ben's Busters." The Japanese were transporting these POWs to Japan to use as slave labor to further their war effort.[3]

3. USS Pampanito is now berthed in San Francisco, California, not far from the Mare Island Naval Shipyard where many World War II American submarines were built and serviced during that conflict. USS Pampanito was serviced at Mare Island during the war and was decommissioned there in 1945. As such USS Pampanito is representative of the role of this important facility, near San Francisco, in the support of the American submarine war effort.

4. USS Pampanito is in excellent condition and retains her World War II integrity.

FOOTNOTES

1. The National Maritime Museum Association, USS Pampanito (Information Brochure), (San Francisco, California: National Maritime Museum Association, no date), no page number.

2. Drew Middleton, Submarine--The Ultimate Navy Weapon--Its Past, Present and Future (Chicago, Illinois: Playboy Press, 1976), pp. 109-12.

   Edwin P. Hoyt, Submarines at War--The History of the American Silent Service (New York: Stein and Day, 1983), pp. 297-98.

   Richard H. O'Kane, Clear the Bridge (New York: Bantam Books, 1981), pp. 465-67.

3. The National Maritime Museum Association, USS Pampanito (Information Brochure), no page number.

BIBLIOGRAPHY

Blair, Clay Jr. Silent Victory--The U.S. Submarine War Against Japan. Philadelphia, Pennsylvania: J.B. Lippincott Company, 1975.

Hoyt, Edwin P. Submarines at War--The History of the American Silent Service. New York: Stein and Day, 1983.

Middleton, Drew. Submarine--The Ultimate Naval Weapon--Its Past, Present and Future. Chicago, Illinois: Playboy Press, 1976.

National Maritime Museum Association. USS Pampanito (Information Brochure) San Francisco, California: National Maritime Museum Association, no date.

O'Kane, Richard. Clear the Bridge New York: Bantam Books, 1981.

Roscoe, Theodore. United States Submarine Operation in World War II. Annapolis, Maryland: United States Naval Institute, 1965.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name San Francisco North **Quadrangle scale** 1:24,000

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A	10	551440	4184740	B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service **date** May 1985

street & number Division of History **telephone** (202) 343-8168

city or town Washington **state** DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title **date**

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: **date**

Chief of Registration

GPO 894-788

USS PAMPANITO
SS'383

World War II
Fleet Submarine

Fisherman's Wharf
San Francisco, California

Pictured above is the submarine tender USS Holland, typical of the type of support vessel necessary to keep Pampanito and her sister subs operational during World War II.

PAMPANITO is open to the public every day from 10 a.m. until 10 p.m. Admission prices are: Adult, $3.00, Junior (from 12 to 18) $2.00 and Children and Senior (over 65), $1.00. The vessel is berthed at Pier 45, Fisherman's Wharf, San Francisco. There are several parking lots and garages in the immediate vicinity.

Please address inquiries to: The National Maritime Museum Association, 680 Beach Street, Suite 330, San Francisco, CA 94109. Telephone: (415) 673-0700.

Anatomy of USS Pampanito

Statistics

Length	311'8"
Beam	27'3½"
Draft	15'
Displacement	1500 Tons
Max Speed: Surfaced	20.5 Knots
Submerged	9.5 Knots
Test Depth	600 feet
Armament	24 Torpedoes
	4" 50 mm Deck Gun
	2 — 20 mm Guns
Normal Complement	69 Men
	8 Officers
Fuel Capacity	118,000 Gallons
Cruising Radius	22,000 Miles

History of USS Pampanito

USS Pampanito (SS 383) was built by the Portsmouth Naval Shipyard, Portsmouth, New Hampshire being commissioned on November 6, 1943. She then began her illustrious wartime contribution resulting in six war patrols in the Pacific. During these patrols, Pampanito is credited with sinking five enemy vessels representing 27,288 tons of shipping.

While on one of these wartime patrols, Pampanito was called upon to assist in rescuing 73 of the 2,218 Australian and British POWs who were aboard the Japanese vessels *Kachidoki Maru* and *Rakuyo Maru*. These vessels were sunk by Pampanito and another American submarine, the USS Sealion, operating in the same wolf pack as Pampanito which was called *Ben's Busters*. The Japanese were transporting these POWs to Japan to use as slave laborers to further their war effort.

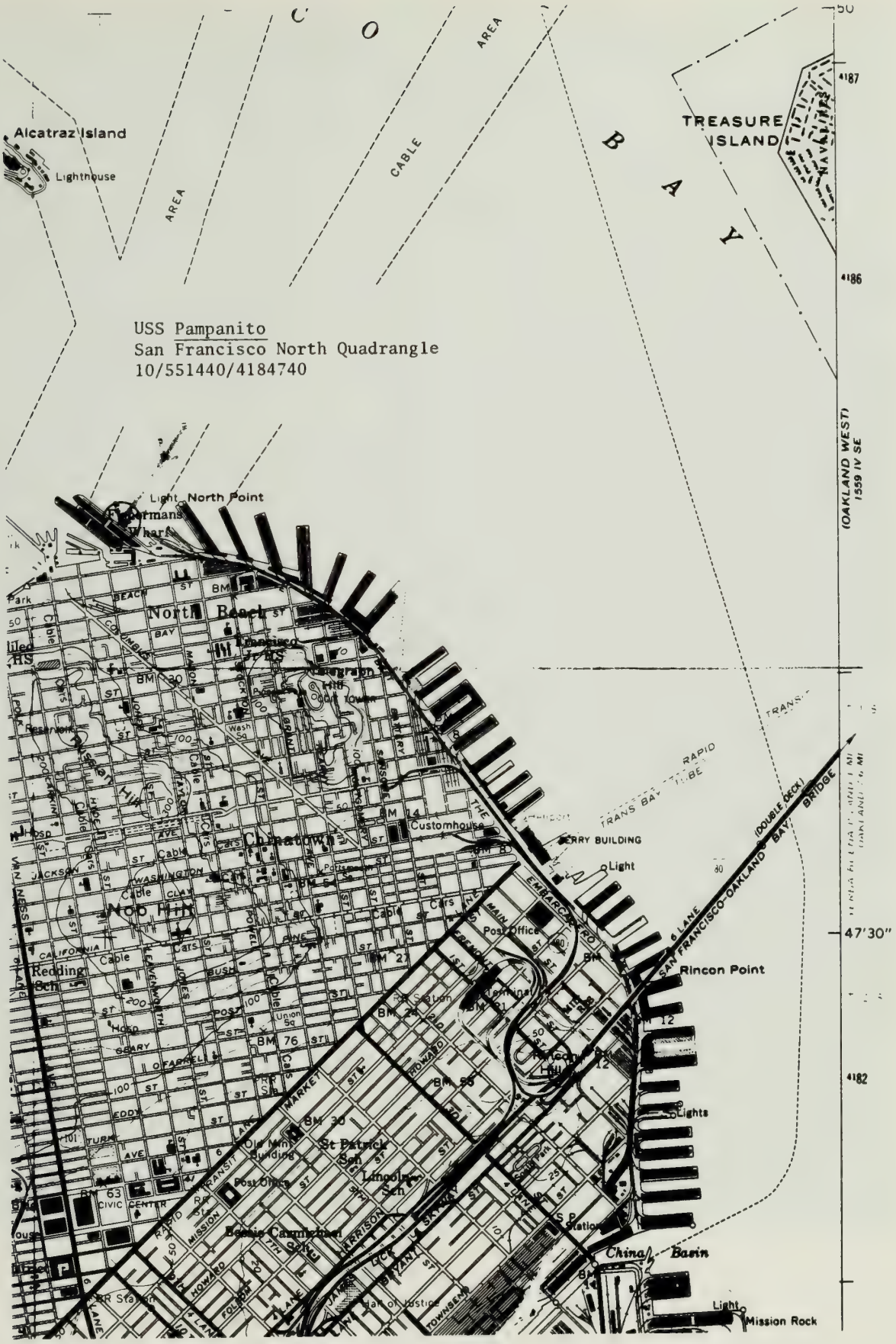
After the war ended, Pampanito was decommissioned on December 15, 1945 at Mare Island Naval Shipyard, Vallejo, California and placed in the Reserve Submarine Fleet after completion of preservation activities. She was withdrawn from the Reserve Fleet and re-commissioned SS 383 during April of 1960 and prepared for use as a training submarine by the active naval reserve. Pampanito served in a training capacity for a period of eleven years.

Pampanito was acquired by the Maritime Museum Association in 1976, and taken to Stockton, California where she was modified for public display. Pampanito made the trip from Stockton to San Francisco on March 11, 1982 where she was berthed at Pier 45, and opened for public visits on March 15, 1982.

Pampanito crew during a "re-ht" period between war patrols.

Cdr. Paul E. "Pete" Summers, Captain of the Pampanito during her wartime career.

Crew members in after torpedo room during World War II.



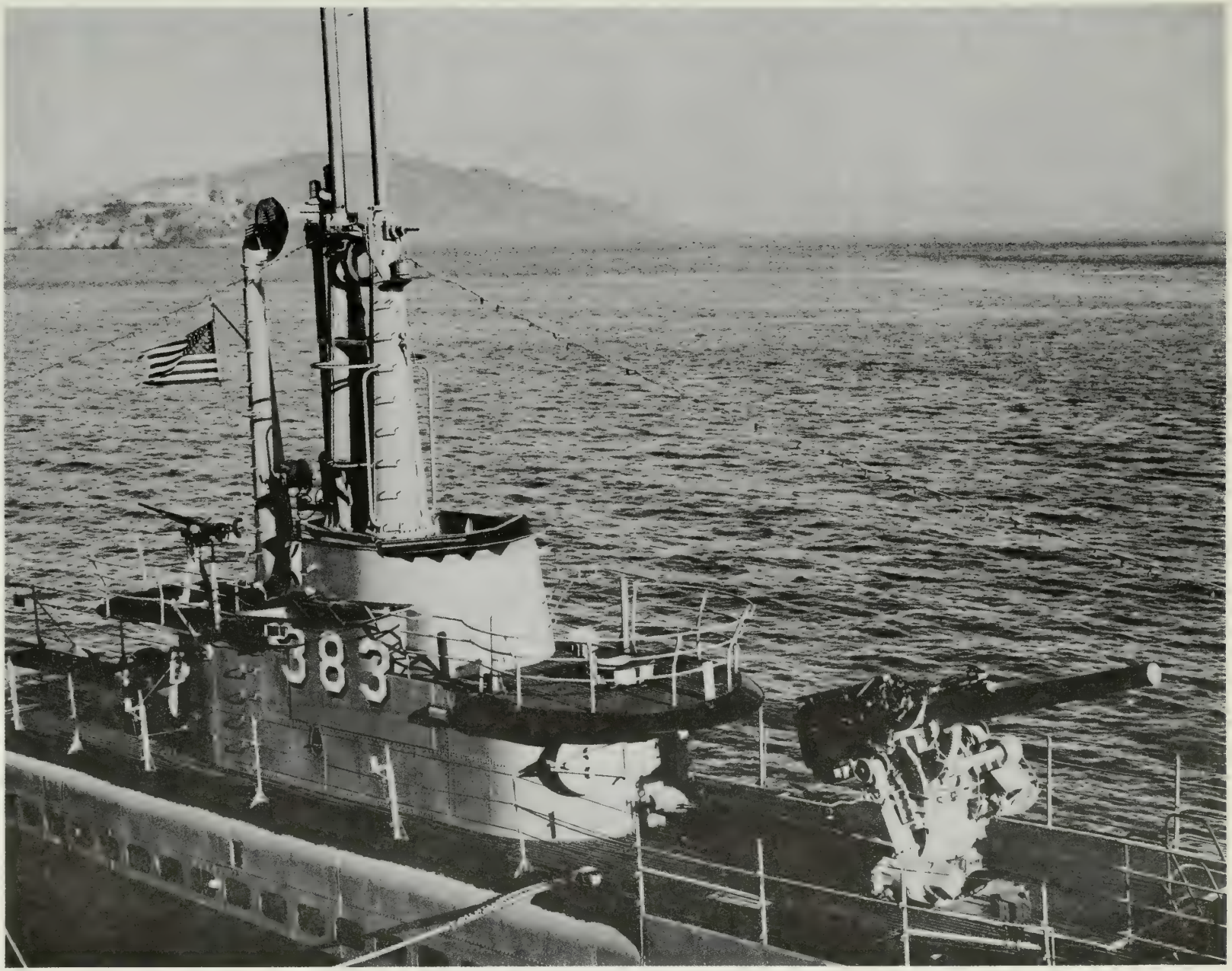
USS Pampanito
San Francisco North Quadrangle
10/551440/4184740

1. USS Pampanito
2. San Francisco, California
3. Russ Booth
4. 1984
5. The National Maritime Museum Association
6. Exterior View
7. Photo #1

1. USS Pampanito
2. San Francisco, California
3. US Navy
4. 1945
5. The National Maritime Museum Association
6. Conning Tower
7. Photo #2

225
9969-45-68
SS 283
VIEW AMIDSHIP - SHOWING ALTERATIONS
HUNTERS POINT, CALIFORNIA 23 JULY 1945

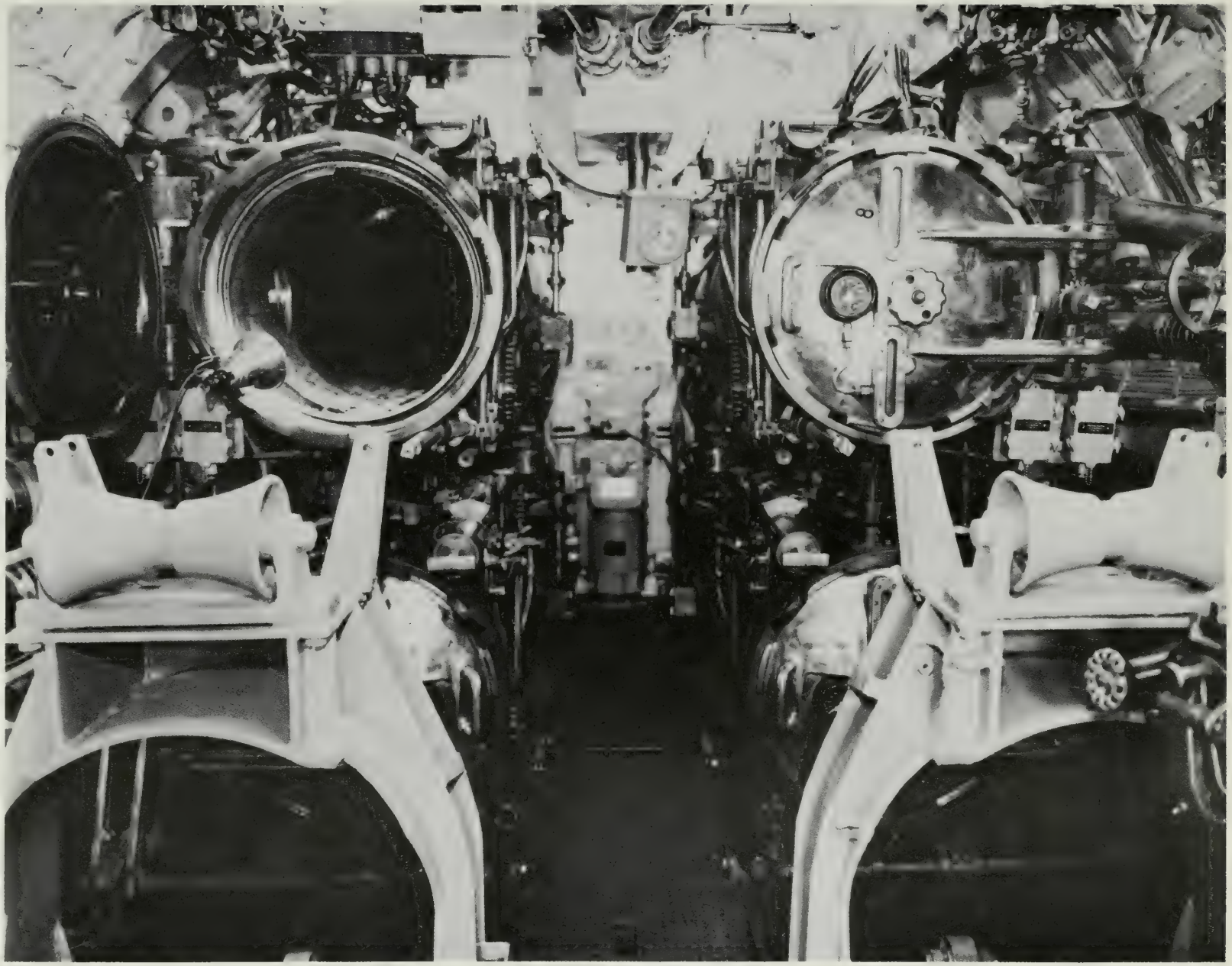
1. USS Pampanito
2. San Francisco, California
3. Russ Booth
4. 1984
5. The National Maritime Museum Association
6. Conning Tower
7. Photo #3


383

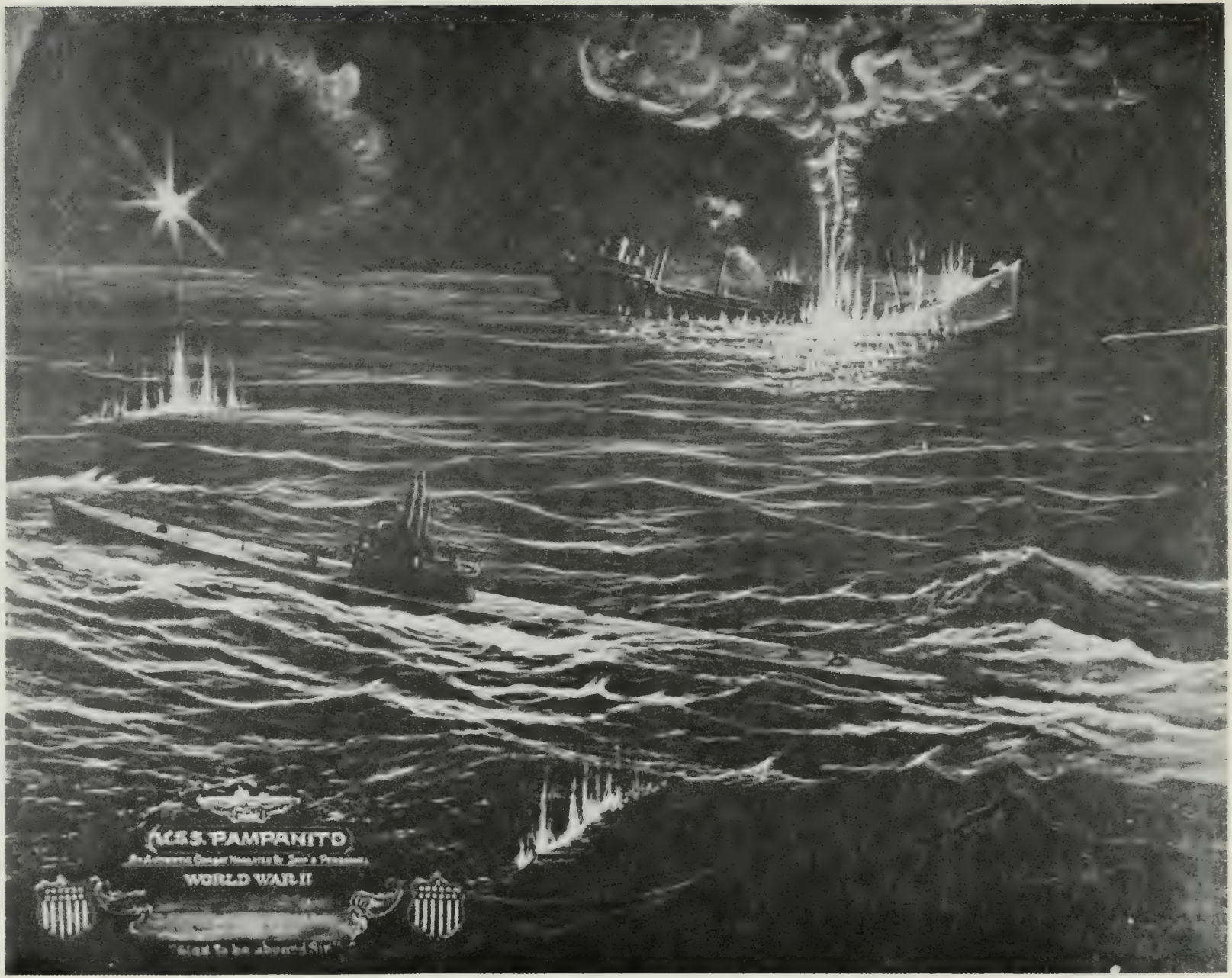
1. USS Pampanito
2. San Francisco, California
3. Russ Booth
4. 1984
5. The National Maritime Museum Association
6. Control Room
7. Photo #4

1. USS Pampanito
2. San Francisco, California
3. Russ Booth
4. 1984
5. The National Maritime Museum Association
6. After Engine Room
7. Photo #5

1. USS Pampanito
2. San Francisco, California
3. Russ Booth
4. 1984
5. The National Maritime Museum Association
6. After Torpedo Room
7. Photo #6



1. USS Pampanito
2. San Francisco, California
3. Unknown
4. Unknown
5. The National Maritime Museum Association
6. Painting of USS Pampanito on patrol
7. Photo #7


U.S.S. PAMPANITO
WORLD WAR II

1. USS Pampanito
2. San Francisco, California
3. Unknown
4. Unknown
5. The National Maritime Museum Association
6. Painting of USS Pampanito on patrol
7. Photo #8

U.S.S. PAMPANITO
SUBMARINE FORCE
PACIFIC FLEET
Patrol "Cruisograph"
WORLD WAR II
73
To All Lumbering Landlubbers, Including All
Swaggering Shellbacks, Artful Aviators, Garish Gyrenes,
Blundering Beach-combers and Other Unseaworthy Hulks
Let it be Known That this Illustrious United States Submarine
has penetrated the Vernal Depths of Neptune's Shangri-La
and successfully performed her Deep Submergence Test of World War II
Furthermore: I was signally honored by the presence aboard of
W. W. Weaver
who has gratefully executed hazardous
missions on War Patrols in the far reaches of enemy infested OCEANIA. For his promess in stowing
yellow-belly plotsam in Davy Jones' Locker and increasing rations for myriads of minions in My Domain, it is hereby
decreed that all and sundry, when in his presence, shall accord him that deference and honor reserved for one of his kind
Davy Jones' Scribe
A WORLD WAR II NEPTUNE WORTHY
T. S. Orser

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Lionfish (SS-298)

and or common

2. Location

street & number Battleship Cove ___ not for publication

city, town Fall River ___ vicinity of

state Massachusetts code 025 county Bristol code 005

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	X museum
___ building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name USS Massachusetts Memorial Committee, Inc.

street & number Battleship Cobe

city, town Fall River ___ vicinity of state Massachusetts 0272

5. Location of Legal Description

courthouse, registry of deeds, etc. Registry of Deess

street & number 441 North Main Street

city, town Fall River state Massachusetts 0272

6. Representation in Existing Surveys

title National Register Nomination Form has this property been determined eligible? _x_ yes ___ no

date 1976 ___ federal _x_ state ___ county ___ local

depository for survey records National Park Service, Interagency Resources Division

city, town Washington state DC 20013-7127

7. Description

Condition		Check one	Check one	
X excellent	___ deteriorated	X unaltered	N/A original site	
___ good	___ ruins	___ altered	___ moved	date 1985
___ fair	___ unexposed			

Describe the present and original (if known) physical appearance

USS Lionfish, (SS 298), was laid down by the Cramp Shipbuilding Corporation of Philadelphia in December 1942. Because of production delays the Cramp Shipbuilding Corporation was unable to complete her so she was towed to Portsmouth, New Hampshire, to be completed. She was launched November 15, 1944.

USS Lionfish is a representative of the Balao class of fleet submarines used in World War II. The deck is made of teakwood, and the submarine's exterior is painted black and haze gray. She is a pre-snorkle type submarine, operating underwater on batteries, and powered by four engines in a diesel electric system delivering 6,500 horsepower.[1]

Specific ship data concerning USS Lionfish is:

Length: 312 feet

Beam: 27 feet

Displacement: 1,500 tons. Submerged Displacement: 2,415 tons.

Speed: 20 knots surface/9 knots submerged.

Armament: Ten 21" torpedo tubes (6 forward, 4 aft), twenty Mark 14 torpedoes or twenty-four Mark 18 electric torpedoes, one 5"/25 caliber deck gun, one 40mm gun, one 20mm gun, and four .50 caliber machine guns.

Maximum Depth: 712 feet.[2]

The ship was originally armed with two 5-inch deck guns, two 40 mm guns and ten 21-inch torpedo tubes.[3]

The crew consisted of 76 officers and enlisted men who were berthed in every available inch of space, including over the torpedo tubes. The ship escaped the guppying process (the complete exterior and interior alteration that most World War II submarines experienced after the war) and retains its original design and fittings.[4]

USS Lionfish is semi-permanently moored in Battleship Cove on the Taunton River just north of the Braga Bridge. It is protected to the east by filled land and a high embankment and is bordered to the north by USS Joseph P. Kennedy, Jr. and to the west by USS Massachusetts.[5]

8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400–1499	archeology-historic	conservation	law	science	
1500–1599	agriculture	economics	literature	sculpture	
1600–1699	architecture	education	X military	social	
1700–1799	art	engineering	music	humanitarian	
1800–1899	commerce	exploration settlement	philosophy	theater	
X 1900–	communications	industry	politics government	___ transportation	
		invention		___ other (specify)	

Specific dates 1943-1945 **Builder Architect** Cramp Shipbuilding Corporation

Statement of Significance (in one paragraph)

In the conflict against Japan in World War II, the role and importance of submarine forces of the United States cannot be overestimated. American submarines sank more than 600,000 tons of enemy warships and more than 5,000,000 tons of merchant shipping, thus destroying much of Japan's ocean commerce. This was accomplished by a force that never numbered more than two percent of naval personnel engaged in the war. The American submarine war against Japan created a blockade that denied her the oil, iron ore, food, and other raw materials she needed to continue to fight. By 1945 this submarine war made it impossible for any Japaness ship to sail the ocean. Without this commerce and the raw materials it supplied to her war effort, Japan found it impossible to continue the war outside of the homeland.[6]

USS Lionfish represents the U.S. submarine forces that fought against Japan in World War II in the following respects:

1. USS Lionfish is an intact example of the standard fleet type Balao-class submarine that played an important part in World War II.

2. USS Lionfish made two war patrols in the Pacific and is believed to have sunk an I-Class Japanese submarine and a 100-ton schooner. She received one battle star for World War II Service.

3. USS Lionfish is maintained in excellent physical condition and is displayed at Battleship Cove, Massachusetts, with the battleship USS Massachusetts and the destroyer USS Joseph P. Kennedy, Jr. Displayed in the bunkroom of USS Lionfish is a memorial to the 52 American submarines lost during the war.

BIBLIOGRAPHY

Blair, Clay Jr. Silent Victory--The U.S. Submarine War Against Japan. Philadelphia, Pennsylvania: J.B. Lippincott Company, 1975.

Boulding, Christine. "National Register of Historic Places Inventory USS Lionfish." Boston, Massachusetts: Massachusetts Historical Commission, 1976.

Hoyt, Edwin P. Submarines at War--The History of the American Silent Service. New York: Stein and Day, 1983.

Middleton, Drew. Submarine--The Ultimate Naval Weapon-Its Past, Present and Future. Chicago, Illinois: Playboy Press, 1976.

O'Kane, Richard. Clear the Bridge. New York: Bantam Books, 1981.

Roscoe, Theodore. United States Submarine Operations in World War II. Annapolis, Maryland: United States Naval Institute, 1965.

USS Massachusetts Memorial Committee, USS Lionfish. (Physical Description) Fall River, Massachusetts, 1984.

FOOTNOTES

1. Christine Boulding, "National Register of Historic Places Inventory USS Lionfish" (Boston, Massachusetts Historical Commission, 1976), p. 2.

2. USS Massachusetts Memorial Committee, Inc. USS Lionfish-Physical Description (Fall River, Massachusetts: USS Massachusetts Memorial Committee, Inc., 1984), p. 1.

3. Boulding, p. 2.

4. Ibid.

5. Ibid.

6. Drew Middleton, Submarine--The Ultimate Navy Weapon-Its Past, Present, and Future (Chicago, Illinois: Playboy Press, 1976), pp. 109-12.

Edwin P. Hoyt, Submarines at War--The History of the American Silent Service (New York: Stein and Day, 1983), pp. 297-98.

Richard H. O'Kane, Clear the Bridge (New York: Bantam Books, 1981), pp. 465-67.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Fall River Quadrangle scale 1:25,000

UTM References

	Zone	Easting	Northing
A	19	321000	4619140
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	Harry A. Butowsky		
organization	National Park Service	date	May 1985
street & number	Division of History	telephone	(202) 343-8168
city or town	Washington	state	DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

S.O.S.

SEE OUR SHIPS

VISIT BATTLESHIP COVE

See four U.S. Navy Fighting Ships, Landing Craft and the Marine Museum

BATTLESHIP COVE, FALL RIVER, MASS.

Exit 5 I-195

All 6 attractions open year 'round 9 a.m. to 5 p.m.
(Summer hours June 30-Labor Day open 9 a.m. to 6 p.m.)

LIONFISH (SS-298)

THE LIONFISH (SS-298) was launched by Cramp ship building Corp., Philadelphia, PA. Her first war patrol centered around Saipan and the Yellow Sea where she fired at a Japanese schooner and left it in flames. She later took up lifeguard duty off Shanghai, China picking up B-29 survivors. She later fired upon an I-class enemy submarine... and assumed that the submarine had been sunk.

Lionfish continued her lifeguard duty off the Nansei Shoto and Honshu, Japan... and remained in this area until hostilities ended. She, thence, departed for the west coast's Mare Island Navy Yard where she was decommissioned and entered the Pacific Reserve Fleet.

Lionfish was recommissioned January 1951 to serve as training ship for the Sonar School; thence to New London and Guantanamo Bay. She later sailed for a Mediterranean Cruise to participate in NATO exercises.

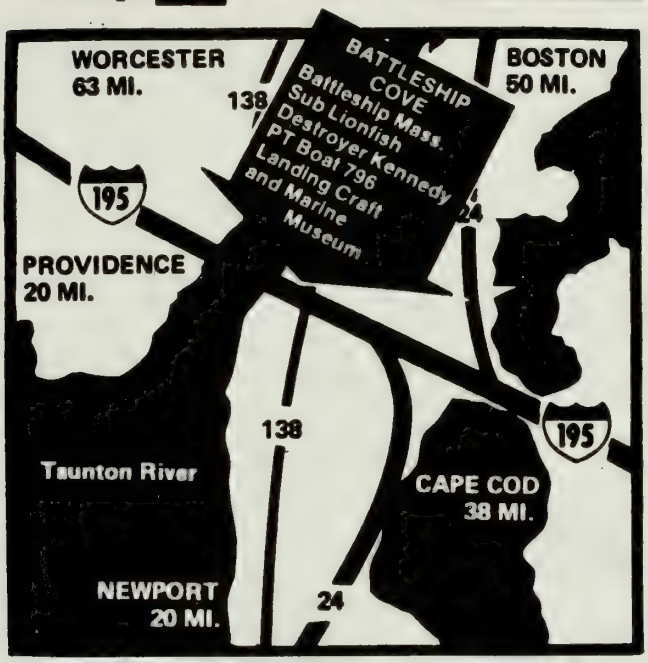
Of particular note: as a member of an American Wolfpack she helped to track the giant Japanese Battleship Yamato on that ship's last voyage.

Lionfish was later placed in reserve service at the Naval and Marine Corps Reserve Pier in Providence, Rhode Island. She arrived at Battleship Cove in 1972.

Displacement:	1,526 tons
Lenth:	311 feet 9 inches
Beam:	27 feet 3 inches
Draft:	15 feet 3 inches
Speed:	20 knots surface... 9 submerged
Crew:	80
Armament:	20 Torpedoes (Mark 14, 18 or 23)
	1 5-inch 25 Caliber Deck Gun
	1 40mm Gun
	1 20mm Gun

It's easy to get to Battleship Cove

Stop 3 on the Americana trail



Just follow the signs

Coming from Providence on Route 195, cross the Braga Bridge, take "Milliken Blvd." exit 5 , go left at fork on ramp, left at first stop sign, and left at first traffic light. Proceed down hill to Battleship Cove.

Coming from New Bedford on Route 195, take exit 5, "Davol St." exit, bear right at fork on ramp.

Coming into Fall River on Route 138 from either direction, turn down Central St.

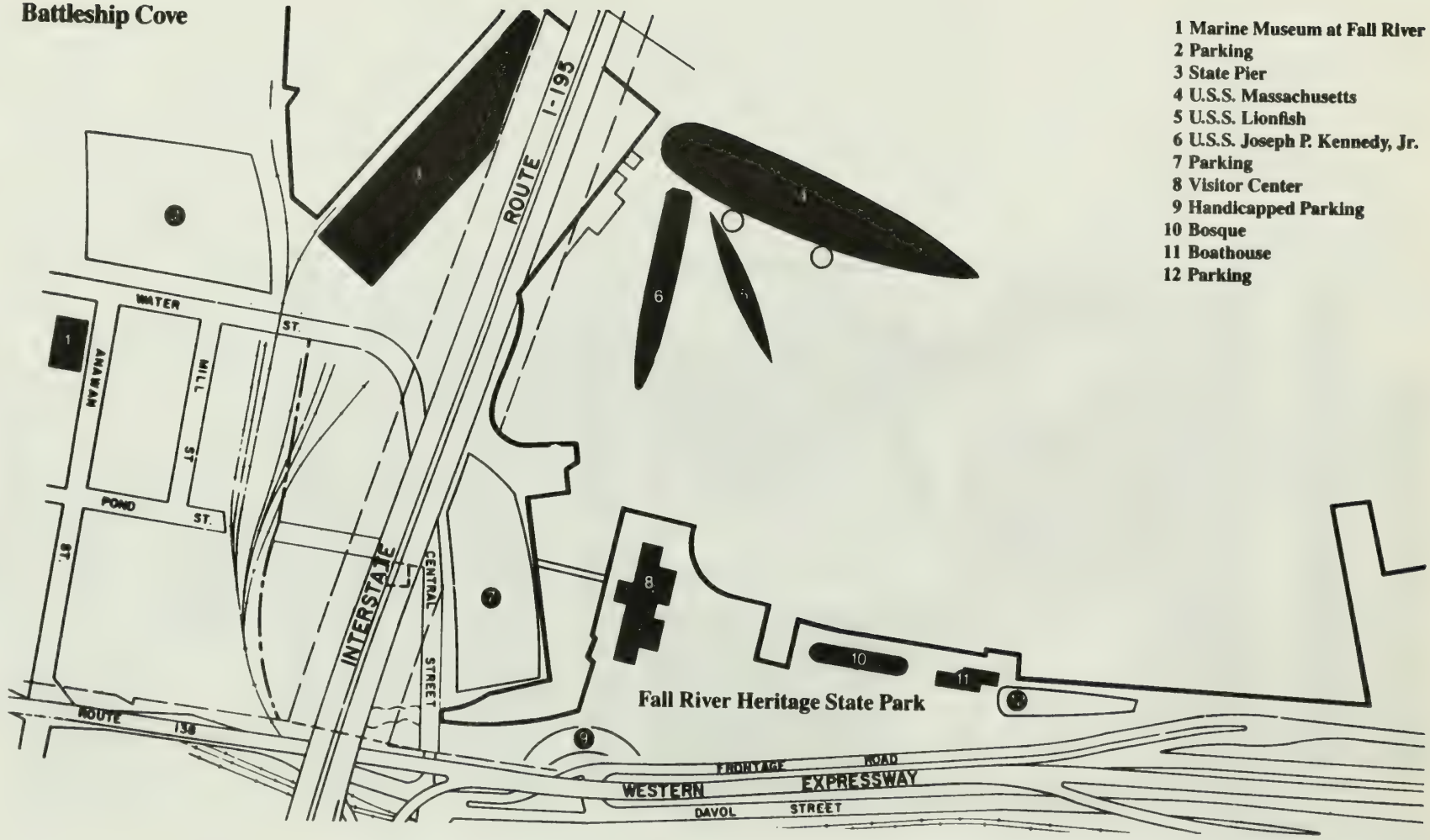
Coming from afar — Take I-195 or Route 24 to Fall River, follow signs to Battleship Cove. (617) 678-1100

COUNTY COMMISSIONERS

M. Earle Gaudette, Chairman
Patrick H. Harrington
Sylvester Sylvia
Frank Vieira, Treasurer

Produced by the
Bristol County Development Council, Inc.
70 North Second Box BR-976
New Bedford, Ma 02741
Tel. 617-997-1250

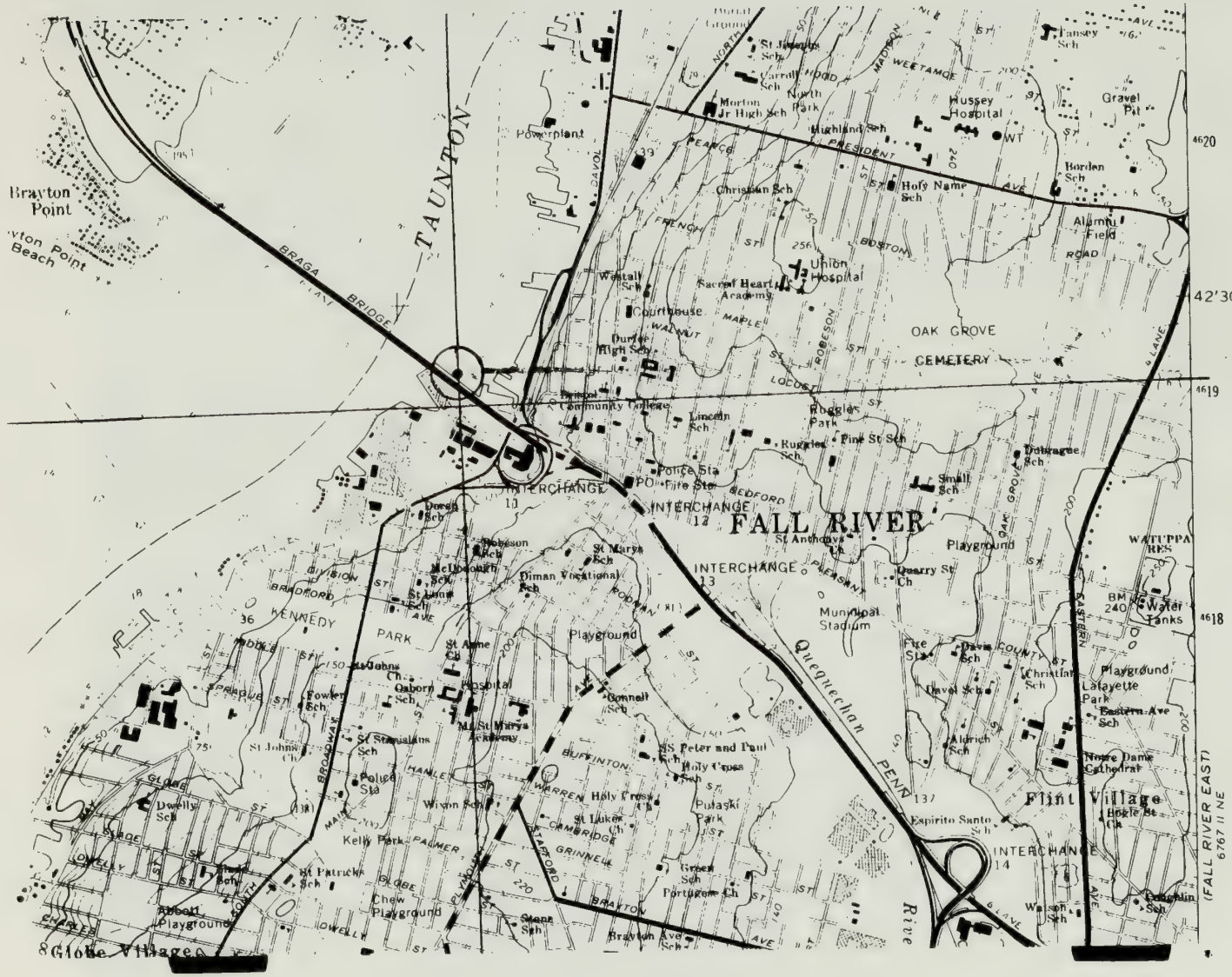
Hours subject to change without notice.



FALL RIVER

Massachusetts Department of
Environmental Management
100 Cambridge Street
Boston MA 02202

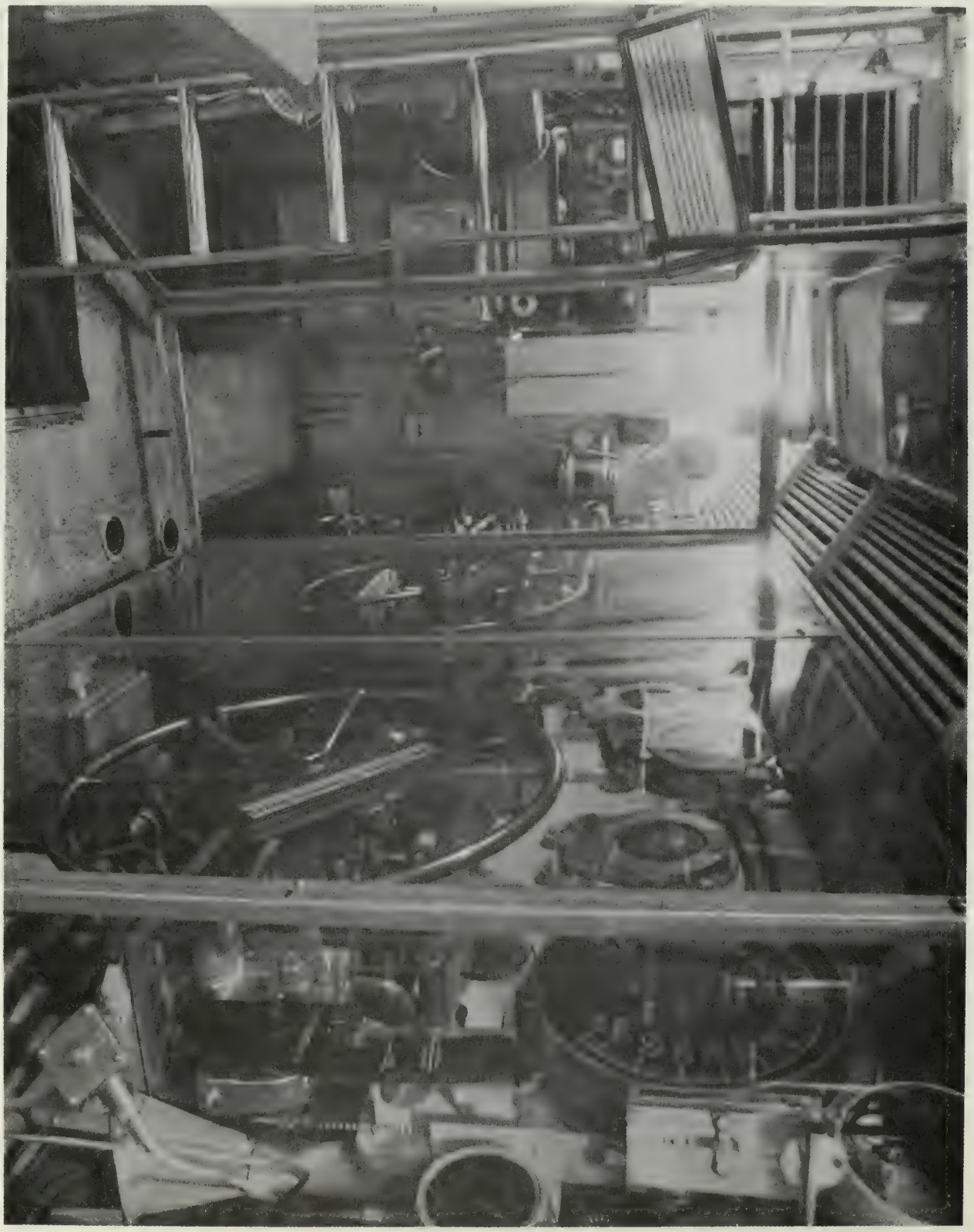
Commonwealth of
Massachusetts
Michael S. Dukakis
Governor


FALL RIVER
TAUNTON
Brayton Point
Brayton Point Beach
BRAGA BRIDGE
INTERCHANGE 10
INTERCHANGE 12
INTERCHANGE 13
INTERCHANGE 14
OAK GROVE CEMETERY
Municipal Stadium
Quequechan R.
Flint Village
Globe Village
Kennedy Park
Lafayette Park
Chew Playground
Kelly Park
Abbott Playground
Water Tanks
Union Hospital
Notre Dame Cathedral
Durfee High Sch
Bresnahan Sch
Morton Jr High Sch
Highland Sch
Hussey Hospital
Holy Name Sch
Christian Sch
Sacred Heart Academy
Courthouse
Community College
Police Sta
Fire Sta
Gravel Pit
Alumni Field
Borden Sch
Watuppa Res
42'30"
4620
4619
4618
U.S.S. LIONFISH
Fall River, MA.
UTM Reference:
19/320000/4619140
(FALL RIVER EAST) 6767 II NE

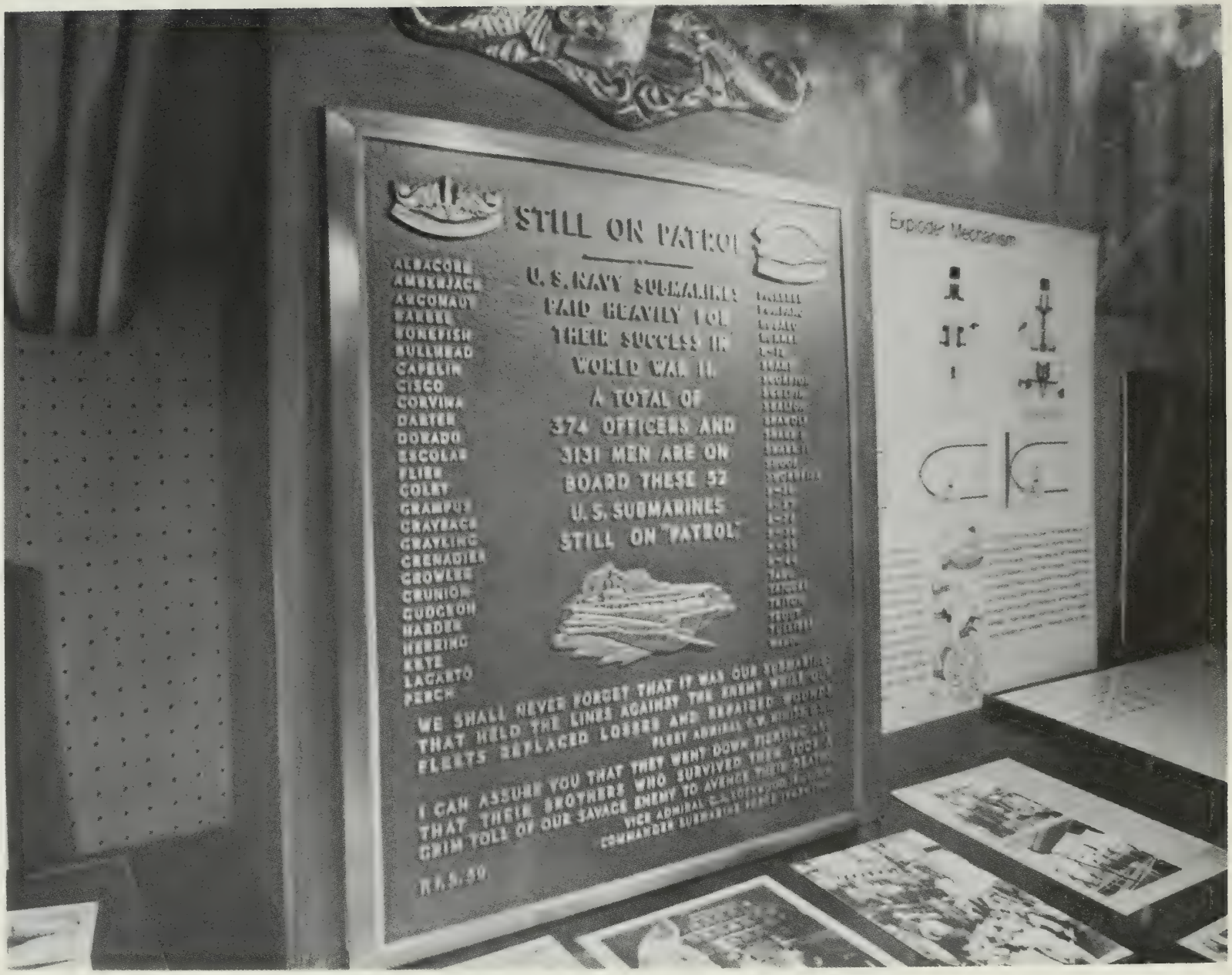
1. USS Lionfish
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Forward Torpedo Room
7. Photo #1

1. USS Lionfish
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Control Room
7. Photo #2

1. USS Lionfish
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Diving Stations
7. Photo #3

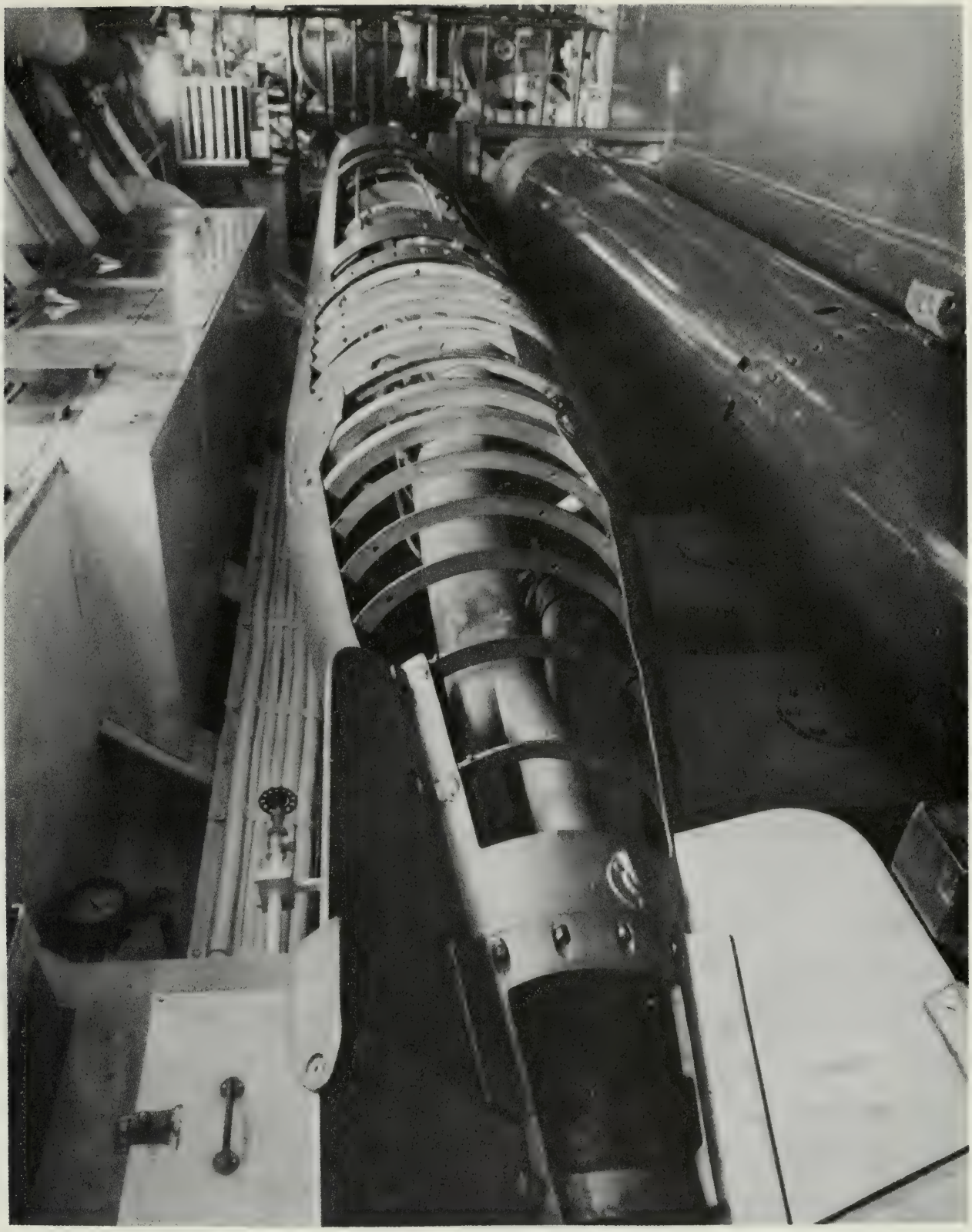


1. USS Lionfish
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Memorial Plaque in Crew's Bunkroom
7. Photo #4


STILL ON PATROL
ALBACORE
AMBERJACK
ARGONAUT
BALAO
BONEFISH
BULLHEAD
CAPELIN
CISCO
CORVINA
DARTER
DORADO
ESCOLAR
FLIER
GOLET
GRAMPUS
GRAYBACK
GRAYLING
GRENADIER
GROWLER
GRUNION
GUDGEON
HARDER
HERRING
KETE
LAGARTO
PERCH
U.S. NAVY SUBMARINES
PAID HEAVILY FOR
THEIR SUCCESS IN
WORLD WAR II.
A TOTAL OF
374 OFFICERS AND
3131 MEN ARE ON
BOARD THESE 52
U.S. SUBMARINES
STILL ON "PATROL"
WE SHALL NEVER FORGET THAT IT WAS OUR SUBMARINES
THAT HELD THE LINES AGAINST THE ENEMY WHILE OUR
FLEETS REPLACED LOSSES AND REPAIRED DAMAGE
FLEET ADMIRAL U.S. NAVY
I CAN ASSURE YOU THAT THEY WENT DOWN FIGHTING AND
THAT THEIR BROTHERS WHO SURVIVED TOOK A
GRIM TOLL OF OUR SAVAGE ENEMY TO AVENGE THEIR DEATH
VICE ADMIRAL U.S. NAVY
COMMANDER SUBMARINE FORCE PACIFIC
U.S.S. SO

1. USS Lionfish
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Forward Engine Room
7. Photo #5

1. USS Lionfish
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1984
5. USS Massachusetts Memorial Committee
6. Aft Torpedo Room with Torpedo Cutaway
7. Photo #6



United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Becuna (SS-319)

and/or common

2. Location

street & number Penn's Landing, Delaware Avenue & Spruce Street ___ not for publication

city, town Philadelphia ___ vicinity of

state Pennsylvania code 42 county Philadelphia code 101

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	X museum
___ building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Cruiser Olympia Association

street & number Penn's Landing, Delaware Avenue & Spruce Street

city, town Philadelphia ___ vicinity of state Pennsylvania

5. Location of Legal Description

courthouse, registry of deeds, etc. Philadelphia County Courthouse

street & number City Hall

city, town Philadelphia state Pennsylvania

6. Representation in Existing Surveys

title National Register Nomination Form has this property been determined eligible? X yes ___ no

date 1978 ___ federal X state ___ county ___ local

depository for survey records National Park Service, Interagency Resources Division

city, town Washington state DC 20013-7127

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	N/A original site
_X_ good	___ ruins	_X_ altered	___ moved date ___
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Becuna (SS-319) was built by the Electric Boat Company of Groton, Connecticut. She was launched on January 30, 1944, and was commissioned on May 27, 1944.

USS Becuna is a fleet-type submarine (built to maintain speeds averaging 17 knots) of the Balao class. Balao class boats were essentially improved versions of the pervious Gato class. They were designed to operate at a test depth of 400 feet as opposed to 300 feet for the Gato class.

Specific ship data concerning USS Becuna is:

Length: 308 feet Displacement: 1526 tons surface / 2415 tons submerged

Beam: 27 feet Draft: 15 feet

Speed: 20 knots surface / 9 knots submerged

Design depth: 400 feet Crew: 8 Officers 72 Enlisted

Armament: Ten Torpedo Tubes, 6 forward and 4 aft, with 14 reloads, 24 torpedoes; 1 5"/25 caliber deck gun; various combinations of antiaircraft guns.

USS Becuna was originally a pre-snorkel submarine operating underwater on batteries, and powered by a diesel electric system. In 1951, USS Becuna was converted to a snorkel-equipped Guppy submarine that allowed the boat to operate her diesel engines underwater. During this conversion the boat's exterior guns were removed and the conning tower was enclosed by a new sail casing to reduce underwater resistence.

USS Becuna is in good condition and aside from the addition of the snorkel and exterior changes, retains much of her World War II integrity. USS Becuna is semi-permanently moored in the Delaware River in Philadelphia next to USS Olympia.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	X military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1944-1945 **Builder/Architect** Electric Boat Company

Statement of Significance (in one paragraph)

In the conflict against Japan in World War II, the role and importance of the submarine forces of the United States cannot be overestimated. American submarines sank more than 600,000 tons of enemy warships and more than 5,000,000 tons of merchant shipping, thus destroying much of Japan's ocean commerce. This was accomplished by a force that never numbered more than two percent of naval personnel engaged in the war. The American submarine war against Japan created a blockade that denied her the oil, iron ore, food, and other raw materials she needed to continue to fight. By 1945 this submarine war made it all but impossible for Japanese shipping to sail the ocean. Without this commerce and the raw materials it supplied to her war effort, Japan found it impossible to continue the war outside of the homeland.[1]

USS Becuna represents the U.S. submarine forces that fought against Japan in World War II for the following reasons:

1. USS Becuna is an example of the standard fleet type Balao class submarine that fought against Japan in World War II.

2. USS Becuna made five war patrols and is credited with sinking 3888 tons of Japanese shipping. USS Becuna received four battle stars for her World War II service.

3. USS Becuna is in good condition and, although altered to be a Guppy submarine, retains much of her World War II integrity.

FOOTNOTES

[1]Drew Middleton, Submarine--The Ultimate Navy Weapon-Its Past, Present, and Future (Chicago, Illinois: Playboy Press, 1976), pp. 109-12.

Edwin P. Hoyt, Submarine at War--The History of the American Silent Service (New York: Stein and Day, 1983), pp. 297-98.

Richard H. O'Kane, Clear the Bridge (New York: Bzantam Books, 1981), pp. 465-67.

BIBLIOGRAPHY

Alden, John A. The Fleet Submarine in the U.S. Navy--A Design and Construction History. Annapolis, Maryland: Naval Institute Press, 1979.

Blair, Clay, Jr. Silent Victory--The U.S. Submarine War Against Japan. Philadelphia, Pennsylvania: J. B. Lippincott Company, 1975.

Hoyt, Edwin P. Submarine at War--The History of the American Silent Service. New York: Stein and Day, 1983.

Middleton, Drew. Submarine--The Ultimate Naval Weapon--Its Past, Present, and Future. Chicago, Illinois: Playboy Press, 1976.

O'Kane, Richard. Clear the Bridge. New York: Bantam Books, 1981.

Roscoe, Theodore. United States Submarine Operations in World War II. Annapolis, Maryland: United States Naval Institute, 1965.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Philadelphia

Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	18	487610	4421610
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

PERTINENT FACTS

PROTECTED CRUISER—named for the City of Olympia, capital of the State of Washington. She was launched in 1891 at Union Iron Works, San Francisco, California and commissioned in 1895.

DISPLACEMENT—5870 Tons, **LENGTH**—344 ft. **BEAM**—53 ft.

MEAN DRAFT—21.5 ft. **MAXIMUM SPEED**—23 knots.

TWIN SCREWS—3 cylinder Triple expansion engines, 18,000 HP 6 Scotch (Fire tube) boilers.

COMPLEMENT—34 Officers and 440 men, including the Marine Guard.

ARMAMENT—Four 8 in., Ten 5 in., Fourteen 6 pounders, Six 1 pounders, Six 18 in. torpedo tubes.

VISITING HOURS

Winter 10 A.M. to 4:30 P.M.
Summer—10 A.M. to 6:00 P.M.
7 days a week
Closed Christmas & New Years

ADMISSION

Adults—$2.50
Children under 12 yrs. of age $1.25
This includes a tour of World War #2 Submarine
USS BECUNA
Special group rates available

SHIP S STORE

Inscribed with the names OLYMPIA, Dewey, many attractive items are on sale. All proceeds go toward paying for maintenance. Souvenir coins made from one of OLYMPIA'S propellers are available.

Protected Cruiser
5870 Tons
Named for City of Olympia
Capital of State of Washington
Authorized 1888
Launched 1892 at Union Iron Works
San Francisco, California
Commissioned 1895
Length 344 Ft. Beam 53 ft.
Maximum Speed 21.69 Knots
Twin screws-triple expansion engines
17,313 horse power-6 boilers
Complement—34 officers and 440 men
including Marine guard
Armament

4 8-in. rifles	14 6 pounders
10 5-in. rifles	6 1 pounders
6 torpedo tubes	

The Becuna, an underwater warrior.

Resting a few feet from the Olympia, is the World War II guppy-class submarine, U.S.S. Becuna. Like the Olympia, the Becuna boasts a colorful past and an important place in America's naval history.

The story of the Becuna begins on May 27, 1944, when she was commissioned to serve as submarine flagship of the Southwest Pacific Fleet under General Douglas MacArthur.

From August 23, 1944 until July 27, 1945, under Commander H. D. Sturr, USN, she searched out and destroyed enemy vessels from the Philippines to the South China and Java Seas. In five war patrols Becuna is credited with destroying thousands of tons of Japanese Naval and Merchant ships. For her valuable contribution toward the war effort, she received four Battle Stars and a Presidential Unit Citation.

When World War II came to a close, so did the Becuna's fighting days. But not her value to the United States Navy Beginning in 1949, she served with the Atlantic Fleet in the Caribbean. Later, she made two cruises with the Sixth Fleet to the Mediterranean and to Scotland. In 1951, she was converted from her basic Fleet type configuration to a Streamlined Fast Underwater Submarine known as a Guppy 1A type. The addition of a German-type snorkel air system allowed her to increase her diesel engines' underwater speed. Other additions included the installation of a large electric battery (for longer underwater endurance), sophisticated radar, fire control and torpedo equipment (including nuclear war heads). The Becuna served in the Atlantic and Mediterranean during the Korean and Vietnam Wars. She ended her long and valorous career as a training submarine at New London, Connecticut. She was decommissioned on October 1, 1969. Becuna is the last of her type exhibited, serving the Navy continuously from 1944 to 1969 with a long and distinguished career.

U.S.S. BECUNA
WEIGHT — 1,526 Tons
STD. DISPLACEMENT — 308 feet in length
BEAM — 27 feet
TORPEDO TUBES — 10
TORPEDOES — 24
PERISCOPES — 2
MAXIMUM CREW — 66
Four General Motors 16 Cylinder Diesel Engines producing 20.3 knots surface speed.
252 Battery Cells for Underwater Electrical Propulsion at 9 knots.
Complete Ventilation-Air Condition-Heating and Water Plants.

Your comments on the tour and the vessel are appreciated.

CRUISER OLYMPIA ASSOCIATION, INC.
A Pennsylvania Non-Profit Organization
WINNER—1958 FREEDOMS FOUNDATION AWARD
BOX 928, PHILADELPHIA, PA. 19105 WA 2-1898

ViSiT

USS OLYMPIA

Admiral Dewey's Flagship

CRUISER OLYMPIA ASSOCIATION, INC.
A Pennsylvania Non-Profit Organization
PENN'S LANDING PHILADELPHIA, PA. 19105

NATIONAL SHRINE and NAVAL MUSEUM

The preservation of the Cruiser Olympia as a National Shrine and Naval Museum was made possible by an agreement between the Cruiser Olympia Association and the Navy Department in 1957. A fitting retirement for the Cruiser Olympia is her perservation as a national memorial and marine museum open to the public at her berth at Penn's Landing on the Delaware River, foot of Spruce Street, Philadelphia close to Independence Hall. Her presence brings alive the history and traditions of a ship that served in both the Spanish-American War and World War 1.

U.S.S. OLYMPIA was born out of a program of ships for the "New Navy" of the 1880's and 1890's. This was the program directly responsible for the rise of the steel and ship building industries in the United States.

She is the last remaining ship of that program still in existence and the last survivor of the Spanish-American War fleets. She was always an outstanding ship in design and performance and was much admired both in this country and abroad.

** "You may fire when you are ready, Gridley"*

These words, spoken by Commodore George Dewey from the bridge of his flagship, U.S.S. Olympia, signalled the start of the Battle of Manila Bay, at 5:40 A.M., May 1st, 1898. As Captain C.V. Gridley, the ship's commanding officer, gave his order, an eight-inch gun from the forward turret spoke out and was joined by the rest of the guns of the American fleet. The action lasted until 12:30 P.M. resulting in the complete destruction of the enemy fleet. It was this victory of Commodore (later Admiral) Dewey's Asiatic Squadron that served notice to the world that the United States had arrived as a world power.

OLYMPIA's peacetime duties in the succeeding period included serving as flagship of the North Atlantic Squadron where she was a bulwark of strength in the protection of American lives and property of Panama, Smyrna, Turkey and the Dominican Republic. Later she was training ship for midshipmen from the U.S. Naval Academy.

WORLD WAR I

The entrance of the United States in World War I saw the OLYMPIA designated Flagship of the United States Patrol Force. She served on escort and patrol duty off New York and Nova Scotia until April, 1918. Operations in European waters were next as OLYMPIA landed a force at Murmansk to preserve the peace on June 8, 1918. December 1918 found OLYMPIA at Gibralter where she became Flagship of U.S. Naval Forces Eastern Mediterranean. She served as ambassador of good will and as a symbol of strength in her many visits to ports around the Mediterranean.

A last mission fittingly brought to a close OLYMPIA's long and honorable career. On October 3, 1921, she sailed from Plymouth England, thence to LeHavre, France, where the body of the Unknown Soldier was received on board with full military honors for return to the United States and its final resting place in Arlington Cemetery.

TODAY

At Penn's Landing, a few blocks from where our nation began, Olympia forms the beginning of an extensive historic vessels exhibit which will include Penn's "Welcome", a Revolutionary War frigate, a 19th century sailing ship, and a World War II submarine--a spectrum of maritime history. That the Cruiser OLYMPIA is here today is due to the successful campaign of a group of private citizens who formed the Cruiser Olympia Association. On accepting the ship from the U.S. Navy, the Association has restored OLYMPIA to her original condition her proud hull painted white and her upper works painted buff. These ships will be part of Penn's Landing", a project which will redevelop a mile of Philadelphia's downtown waterfront into recreation, commercial, and museum facilities.

CONTRIBUTIONS TO PRESERVE THE SHIP ARE WELCOMED

SUGGESTED SELF-GUIDED TOUR

Please follow the tour arrows and numbered stations you may return on your own to view other sections of the ship as numbered on the ensuing page.

LOCATION 1 – "OFFICERS COUNTRY"

Turn right onto the berth deck. To your left Officer's staterooms and Ward Room.

LOCATION 2 – ENGINE ROOM-FIRE ROOM

(Please watch your step)

This is one of the last steam engine rooms in the world today. You will see one of the engines, and fire room which enabled a cruising range of some 6,000 miles.

(Return to Berth Deck and pass forward, noting Printing Office and Barber area)

LOCATION 3 – DISPENSARY, OPERATING ROOM, SICK BAY AREA

In 1920, on a tour in the Eastern Mediterranean, the olympia aided refugees in Ragusa, Dalmatia. Her medical officer cared for those suffering from typhus and smallpox.

LOCATION 4 – CREW SPACE

The hammocks and mess tables bear witness for the ship's 440 man crew.

(Move up ladder to Main Deck)

LOCATION 5 – ADMIRAL'S CABIN AND STATEROOM

Since the Olympia served often as flagship and required quarters for flag officers. On April 30, 1898, Commodore (later Admiral) George Dewey quietly informed the officers of his Asiatic Squardron: "Very well, gentlemen, we shall enter Manila Bay tonight, when you will follow the motions and signals of the flagship." This daring move resulted in the destruction of the Spanish squadron on the following day.

LOCATION 6 – CAPTAIN'S CABIN AND STATEROOM

This location was used by Captain C.V. Gridley and other commanders during her active service 1895-1922.

LOCATION 7 – SHIPS GALLEY AREA

The area includes the bake shop, galley, and refrigerator room.

(Move up ladder to "Topsides or Superstructure Deck)

LOCATION 8 – POSITION OF UNKNOWN SOLDIER

The Casket of the Unknown Soldier rests at this location.

LOCATION 9 – FLAG OFFICE, SIGNAL HOUSE, HAND STEERING WHEELS

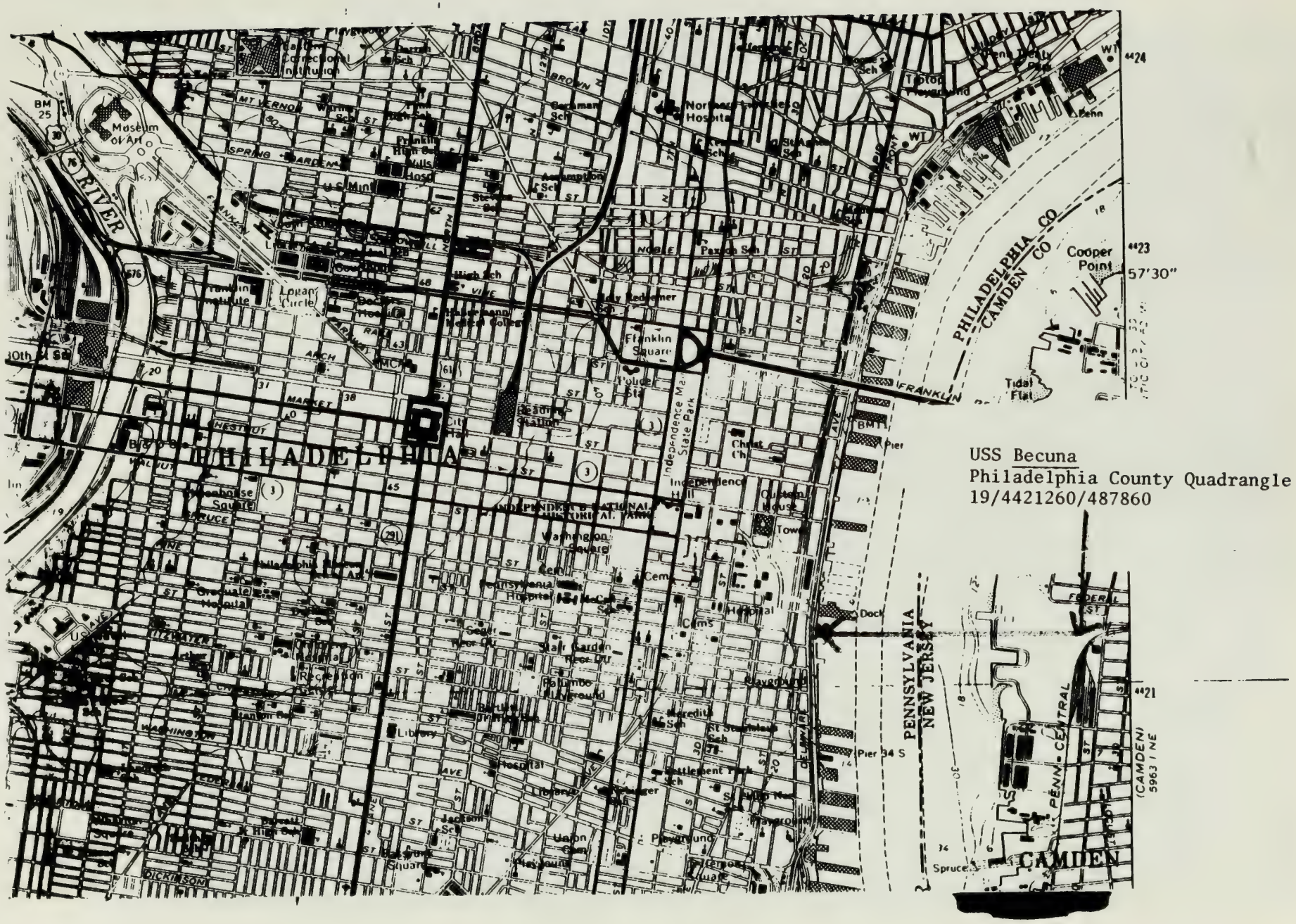
The flag office was enlarged as a radio shack in World War I (the turret you see before you) was replaced by 5 inch guns. The Olympia was commissioned in 1895 she was outfitted with sails.

LOCATION 10 – FORWARD 8 INCH GUN BATTERY TURRET

A shot from the right 8 inch gun opened the Battle of Manila Bay. The bronze tablet rested between the twin gunports. Presented by the City of Olympia and state of Washington, it bears the historic words, "Gridley, you may fire when ready", spoken by Commodore Dewey.

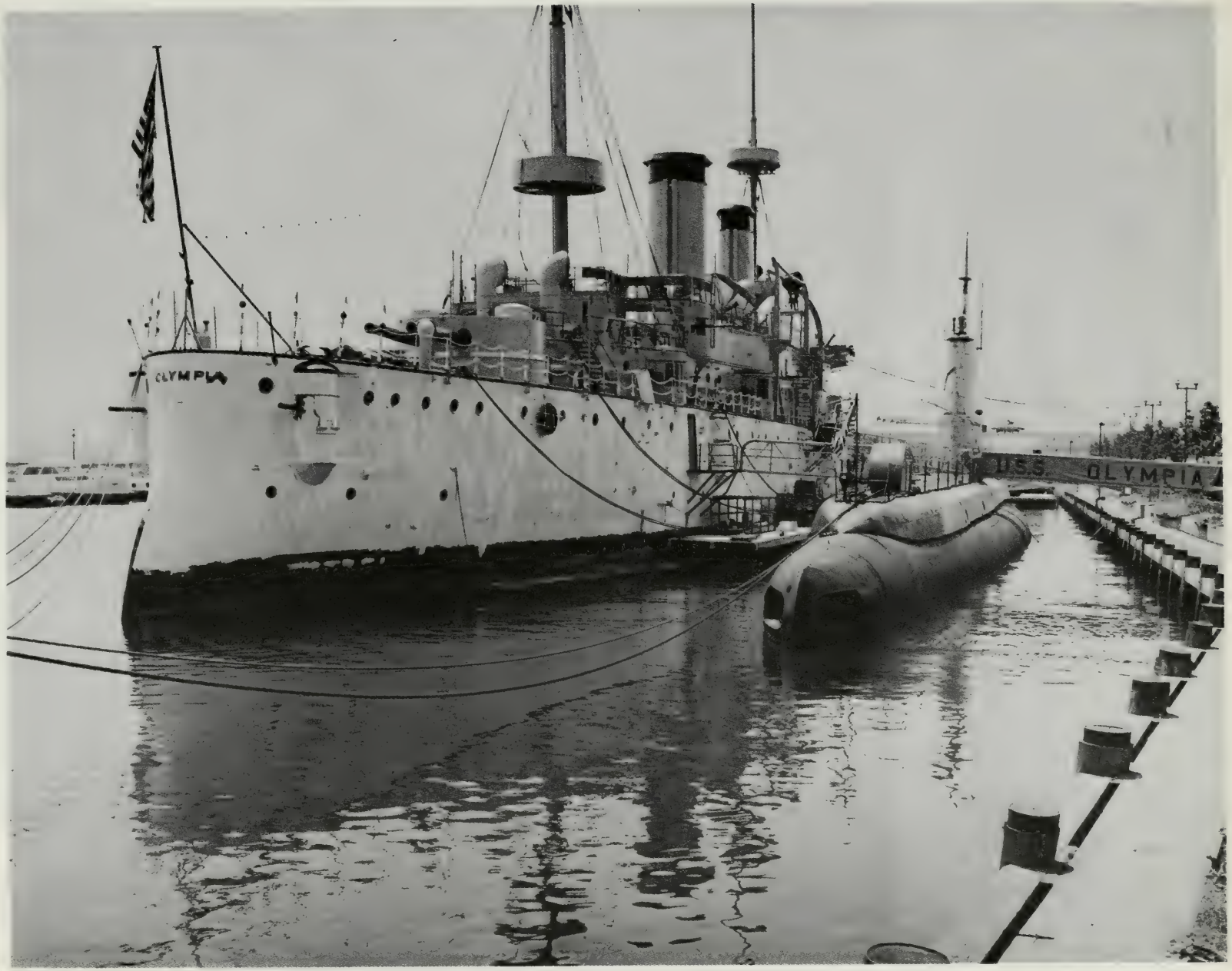
LOCATION 11-12 – PILOT HOUSE, CONNING TOWER, FORWARD BRIDGE

On Sunday, May 1, 1898, began an action which truly plunged the United States into world affairs of the modern era.

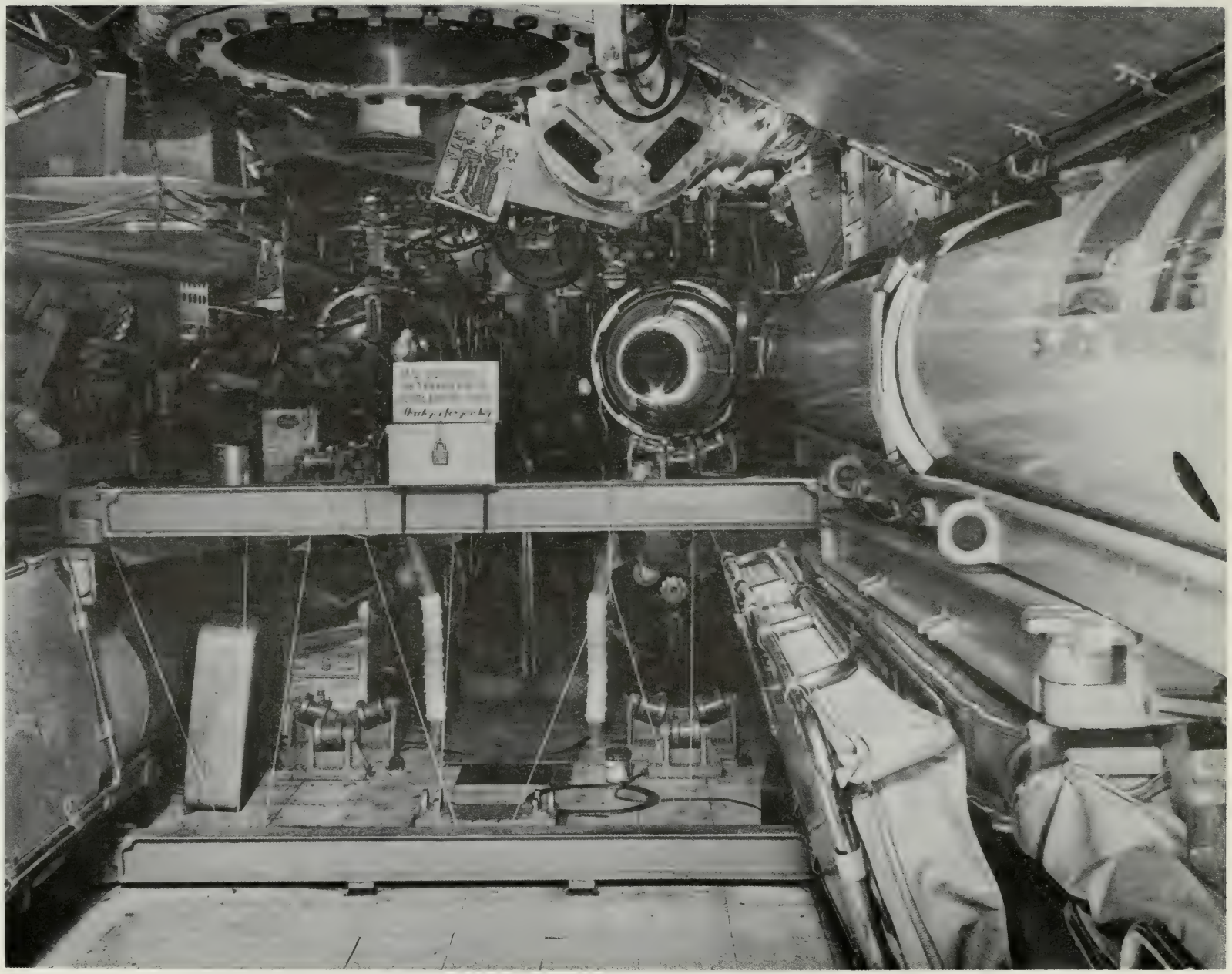


USS Becuna
Philadelphia County Quadrangle
19/4421260/487860

1. USS Becuna
2. Philadelphia, Pa.
3. Jules Schick
4. 1985
5. Cruiser Olympia Association
6. Exterior view-aft
7. Photo #1

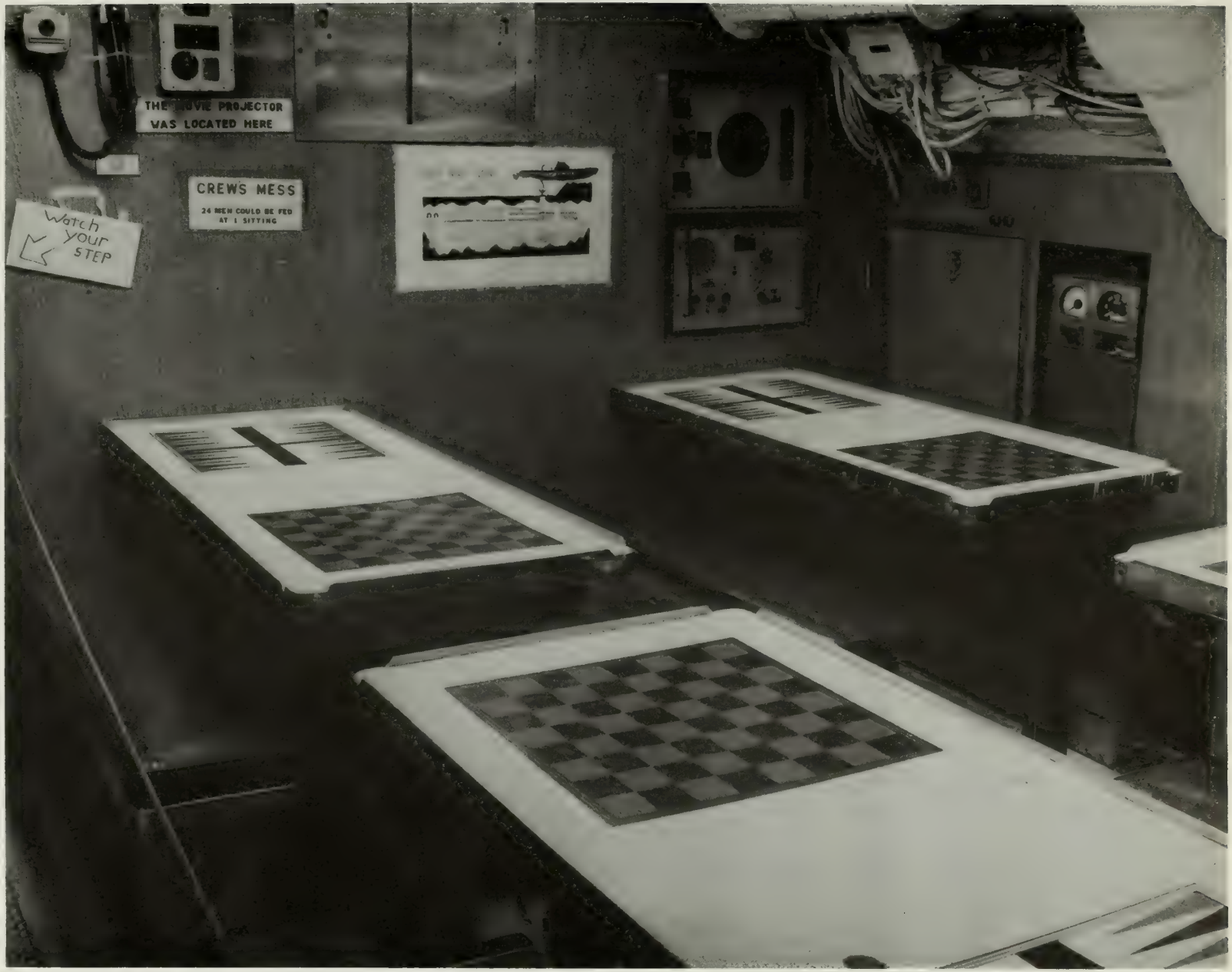

OLYMPIA
U.S.S. OLYMPIA

1. USS Becuna
2. Philadelphia, Pa.
3. Jules Schick
4. 1985
5. Cruiser Olympia Association
6. Forward Torpedo Room
7. Photo #2



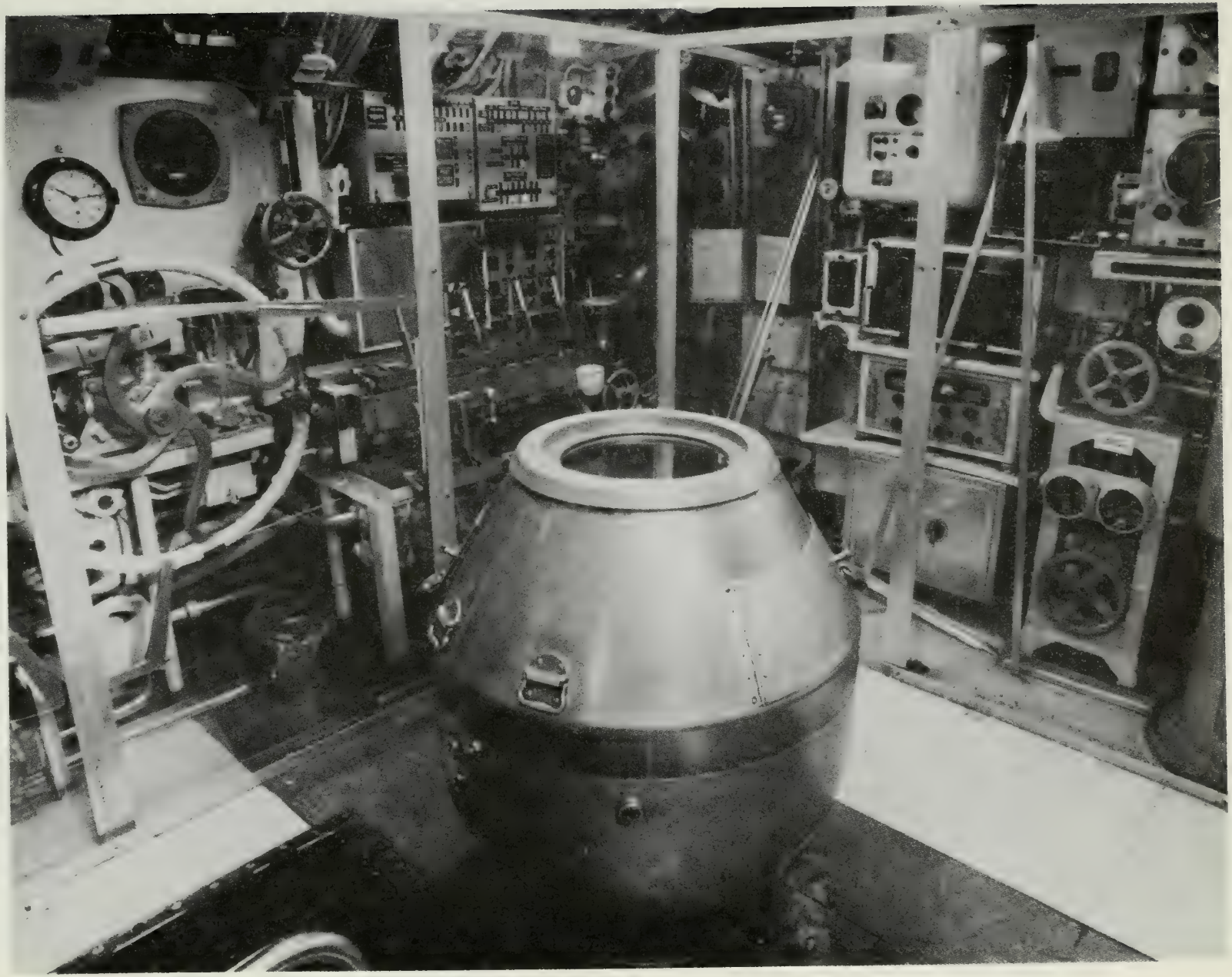
1. USS Becuna
2. Philadelphia, Pa.
3. Jules Schick
4. 1985
5. Cruiser Olympia Association
6. Officer's Wardroom
7. Photo #3

1. USS Becuna
2. Philadelphia, Pa.
3. Jules Schick
4. 1985
5. Cruiser Olympia Association
6. Crew's Mess
7. Photo #4

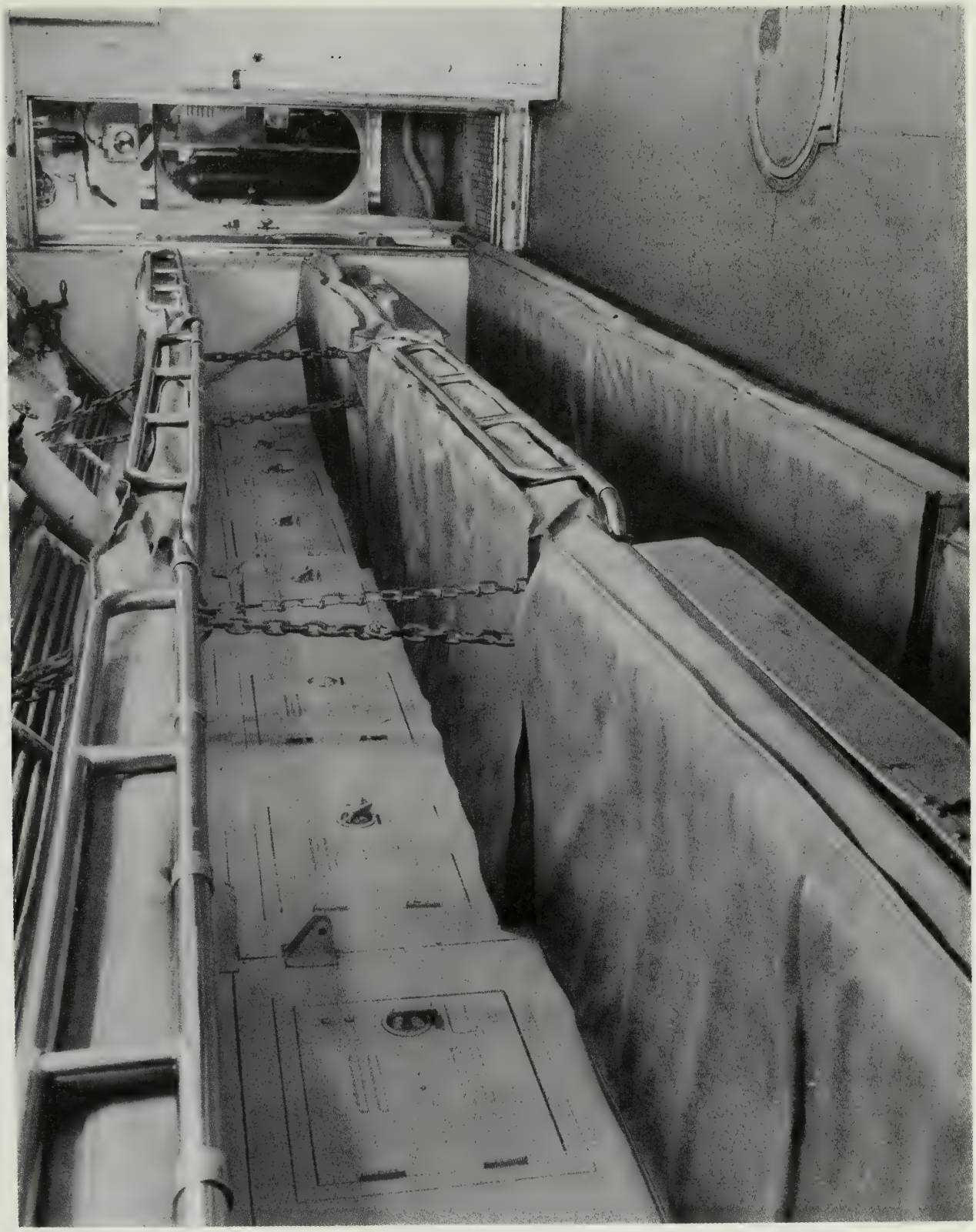

THE MOVIE PROJECTOR
WAS LOCATED HERE
CREWS MESS
24 MEN COULD BE FED
AT 1 SITTING
Watch
your
STEP

1. USS Becuna
2. Philadelphia, Pa.
3. Jules Schick
4. 1985
5. Cruiser Olympia Association
6. Galley
7. Photo #5

1. USS Becuna
2. Philadelphia, Pa.
3. Jules Schick
4. 1985
5. Cruiser Olympia Association
6. Control Room
7. Photo #6



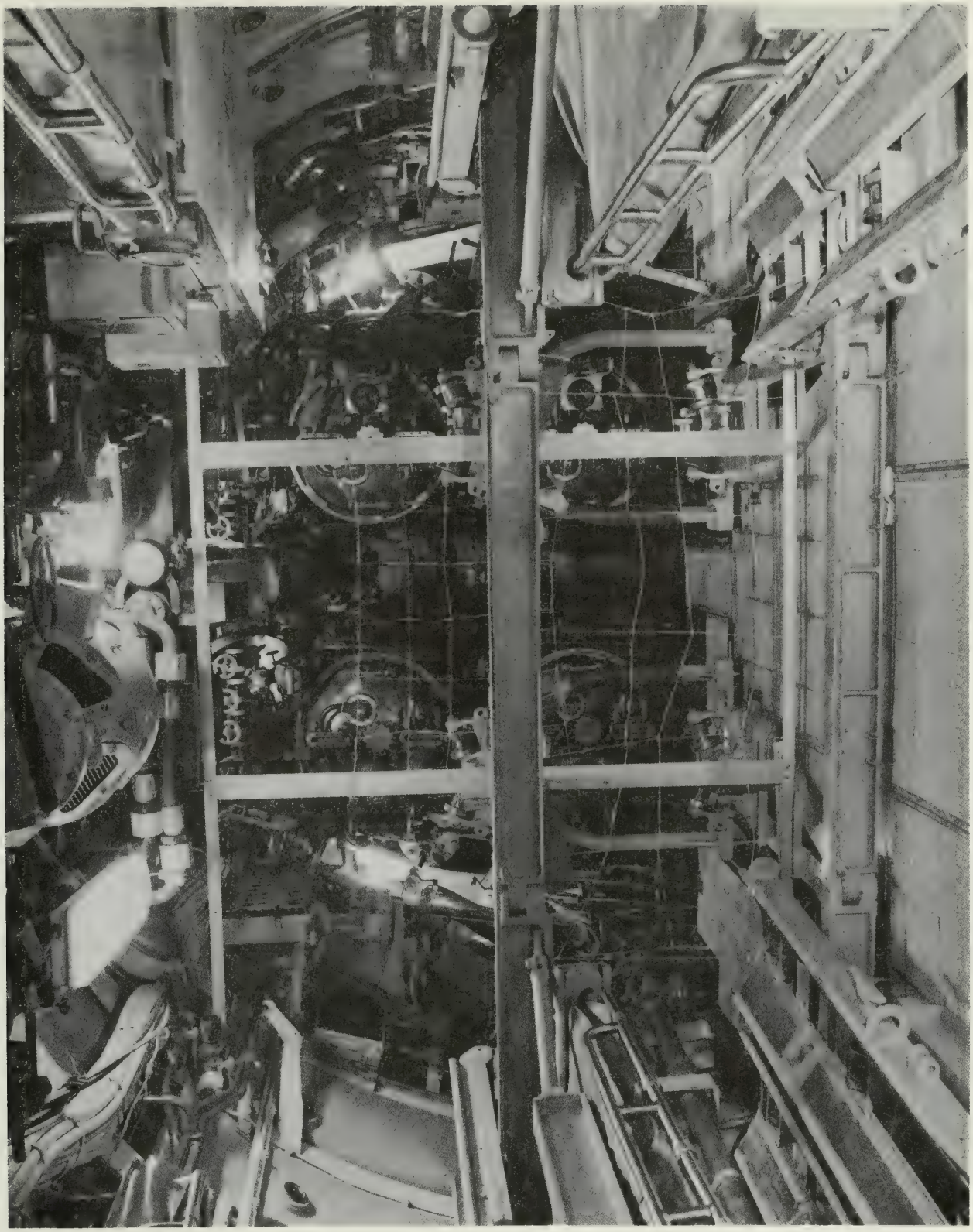
1. USS Becuna
2. Philadelphia, Pa.
3. Jules Schick
4. 1985
5. Cruiser Olympia Association
6. Crew's Berthing Area
7. Photo #7



1. USS Becuna
2. Philadelphia, Pa.
3. Jules Schick
4. 1985
5. Cruiser Olympia Association
6. Engine Room
7. Photo #8

1. USS Becuna
2. Philadelphia, Pa.
3. Jules Schick
4. 1985
5. Cruiser Olympia Association
6. Maneuvering Room
7. Photo #9

1. USS Becuna
2. Philadelphia, Pa.
3. Jules Schick
4. 1985
5. Cruiser Olympia Association
6. Aft Torpedo Room
7. Photo #10



1. USS Becuna
2. Philadelphia, Pa.
3. Jules Schick
4. 1985
5. Cruiser Olympia Association
6. Exterior View-Forward
7. Photo # 11

United States Department of the Interior
National Park Service

For NPS use only

received

date entered

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Torsk (SS-423)

and/or common

2. Location

street & number Pier IV Pratt Street ___ not for publication

city, town Baltimore ___ vicinity of

state Maryland code 24 county Independent City code 510

3. Classification

Category	Ownership	Status	Present Use	
___ district	X public	X occupied	___ agriculture	X museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Baltimore Maritime Museum

street & number Pier IV Pratt Street

city, town Baltimore ___ vicinity of state Maryland

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20362

6. Representation in Existing Surveys

title None has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	N/A original site
X good	___ ruins	X altered	___ moved date .. _ ---- - ----
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Torsk (SS-423) was built by the U.S. Navy at Portsmouth, New Hampshire. She was launched on September 6, 1944, and was placed in commission on December 16, 1944.

USS Torsk is a fleet-type submarine of the Tench class. The Tench class were virtual copies of the Gato and Balao classes; however, they were more strongly built than the Gato/Balao classes and had a better internal layout, which increased their displacement by about 35-40 tons. The deck of the boat is made of teakwood, and the exterior is painted black.

Specific ship data concerning USS Torsk is:

Length: 311 feet Displacement: 1,800 tons surface / 2,500 tons submerged

Beam: 27 feet Draft: 17 feet

Speed: 20 knots surface / 9 knots submerged

Design Depth: 400 feet Crew: 8 Officers 74 Enlisted

Armament: Ten torpedo tubes, 6 forward and 4 aft, with 14 reloads, total 24 torpedos, various combinations of antiaircraft guns

USS Torsk was a pre-snorkel submarine operating underwater on batteries, and powered by a diesel electric system. In 1951 USS Torsk was converted to a snorkel-equipped Guppy submarine that allowed the boat to operate her diesel engines underwater. During this conversion all the boat's exterior guns were removed and the conning tower was enclosed by a new sail casing designed to reduce underwater water resistence.

USS Torsk is in good condition, and aside from the addition of the snorkel and the exterior changes, retains much of her World War II integrity.

8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400–1499	archeology-historic	conservation	law	science	
1500–1599	agriculture	economics	literature	sculpture	
1600–1699	architecture	education	X military	social/	
1700–1799	art	engineering	music	humanitarian	
1800–1899	commerce	exploration settlement	philosophy	theater	
X 1900–	communications	industry	politics government	transportation	
		invention		other (specify)	

Specific dates 1944-1945 **Builder Architect** Portsmouth Naval Shipyard

Statement of Significance (in one paragraph)

In the conflict against Japan in World War II, the role and importance of the submarine forces of the United States cannot be overestimated. American submarines sank more than 600,000 tons of enemy warships and more than 5,000,000 tons of merchant shipping, thus destroying much of Japan's ocean commerce. This was accomplished by a force that never numbered more than two percent of naval personnel engaged in the war. The American submarine war against Japan created a blockade that denied her the oil, iron ore, food, and other raw materials she needed to continue to fight. By 1945 this submarine war made it all but impossible for Japanese ships to sail the ocean. Without this commerce and the raw materials it supplied to her war effort, Japan found it impossible to continue the war outside of the homeland.[1]

USS Torsk represents U.S. Submarine forces that fought against Japan in World War II for the following reasons:

1. USS Torsk is a World War II Tench class submarine. The Tench class was a late World War II submarine design that represented the continued attempt by the U.S. Navy to improve on the previously successful Gato/Balao classes. Only ten Tench class submarines, including USS Torsk, were commissioned in time to see service in the Pacific during World War II.

2. USS Torsk conducted two war patrols and sank 3 Japanese ships totaling 2,473 tons. USS Torsk was awarded two battle stars for her World War II service.

3. USS Torsk is credited with firing the last torpedoes and sinking the last Japanese combatant ships of World War II, when on August 14, 1945, she sank the Japanese Coast Defense Vessel No. 13 and Coast Defense Vessel No. 47. With the sinking of these two vessels the U.S. Navy completed its mission, begun on December 7, 1941, to sweep the oceans of Japanese merchant shipping and warships.

4. USS Torsk is in good condition and, although altered as a Guppy submarine, retains much of her World War II integrity.

FOOTNOTES

[1]Drew Middleton, Submarine--The Ultimate Navy Weapon-Its Past, Present, and Future (Chicago, Illinois: Playboy Press, 1976), pp. 109-12.

Edwin P. Hoyt, Submarine at War--The History of the American Silent Service (New York: Stein and Day, 1983), pp. 297-98.

Richard H. O'Kane, Clear the Bridge (New York: Bzantam Books, 1981), pp. 465-67.

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Alden, John A. The Fleet Submarine in the U.S. Navy--A Design and Construction History. Annapolis, Maryland: Naval Institute Press, 1979.

Blair, Clay, Jr. Silent Victory--The U.S. Submarine War Against Japan. Philadelphia, Pennsylvania: J. B. Lippincott Company, 1975.

Hoyt, Edwin P. Submarine at War--The History of the American Silent Service. New York: Stein and Day, 1983.

Middleton, Drew. Submarine--The Ultimate Naval Weapon--Its Past, Present, and Future. Chicago, Illinois: Playboy Press, 1976.

O'Kane, Richard. Clear the Bridge. New York: Bantam Books, 1981.

Roscoe, Theodore. United States Submarine Operations in World War II. Annapolis, Maryland: United States Naval Institute, 1965.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Baltimore East **Quadrangle scale** 1:24,000

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A	18	361220	4349400	B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	Harry A. Butowsky		
organization	National Park Service	**date**	May 1985
street & number	Division of History	**telephone**	(202) 343-8168
city or town	Washington	**state**	DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title **date**

For NPS use only

I hereby certify that this property is included in the National Register

date

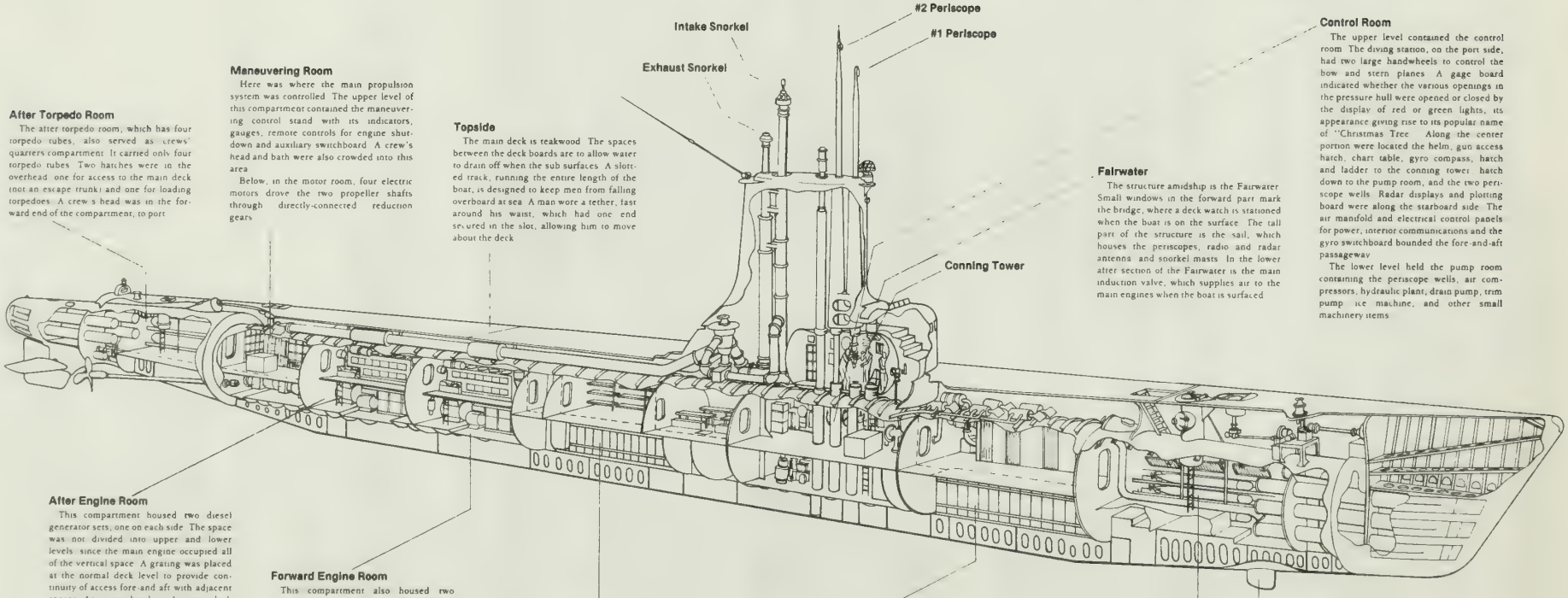
Keeper of the National Register

Attest: **date**

Chief of Registration

GPO 894-788

Tench Class Fleet Submarine—USS TORSK (SS423)



After Torpedo Room

The after torpedo room, which has four torpedo tubes, also served as crews' quarters compartment It carried only four torpedo tubes Two hatches were in the overhead one for access to the main deck (not an escape trunk) and one for loading torpedoes A crew's head was in the forward end of the compartment, to port

Maneuvering Room

Here was where the main propulsion system was controlled The upper level of this compartment contained the maneuvering control stand with its indicators, gauges, remote controls for engine shutdown and auxiliary switchboard A crew's head and bath were also crowded into this area

Below, in the motor room, four electric motors drove the two propeller shafts through directly-connected reduction gears

Topside

The main deck is teakwood The spaces between the deck boards are to allow water to drain off when the sub surfaces A slotted track, running the entire length of the boat, is designed to keep men from falling overboard at sea A man wore a tether, fast around his waist, which had one end secured in the slot, allowing him to move about the deck

Fairwater

The structure amidship is the Fairwater Small windows in the forward part mark the bridge, where a deck watch is stationed when the boat is on the surface The tall part of the structure is the sail, which houses the periscopes, radio and radar antenna and snorkel masts In the lower after section of the Fairwater is the main induction valve, which supplies air to the main engines when the boat is surfaced

Control Room

The upper level contained the control room The diving station, on the port side, had two large handwheels to control the bow and stern planes A gage board indicated whether the various openings in the pressure hull were opened or closed by the display of red or green lights, its appearance giving rise to its popular name of "Christmas Tree Along the center portion were located the helm, gun access hatch, chart table, gyro compass, hatch and ladder to the conning tower hatch down to the pump room, and the two periscope wells Radar displays and plotting board were along the starboard side The air manifold and electrical control panels for power, interior communications and the gyro switchboard bounded the fore-and-aft passageway

The lower level held the pump room containing the periscope wells, air compressors, hydraulic plant, drain pump, trim pump ice machine, and other small machinery items

After Engine Room

This compartment housed two diesel generator sets, one on each side The space was not divided into upper and lower levels since the main engine occupied all of the vertical space A grating was placed at the normal deck level to provide continuity of access fore-and aft with adjacent spaces An access hatch to the main deck was located in the after engine room

In addition, the after engine room contained the auxiliary diesel generator, fuel oil and lub oil purifiers, and an engine air inboard induction hull valve

Forward Engine Room

This compartment also housed two diesel generator sets, one on each side The space was not divided into upper and lower levels, since the main engine occupied all of the vertical space

The forward engine room also housed the vapor compressor distillers, the stand by fuel oil and lub oil pumps, an engine air inboard induction hull valve, and various starting and stopping controls for the main engines

After Battery Compartment

The upper level contained the galley, crew's mess and scullery accommodations for thirty-six of the crew, a laundry, head and washroom facilities A ladder at the aft end of the crew's mess provided access to the main deck just aft of the fairwater

In the forward portion of the lower level were three storerooms, two of them refrigerated, a magazine for the deck guns and small arms, and the ordnance storeroom The after part of this compartment contained the after battery room, housing 126 cells Behind the cells against the after bulkhead, a sanitary tank served the crew's facilities above

Forward Battery Compartment

A deck divided this compartment (and the two following) in half The upper level consisted of accommodations for officers and CPOs aft, on the starboard side was a shower, a stateroom for four officers, one for the commanding officer and the boat's office The officers pantry was on the port side, and aft of that, the wardroom Underneath is the forward battery well which also held 126 battery cells.

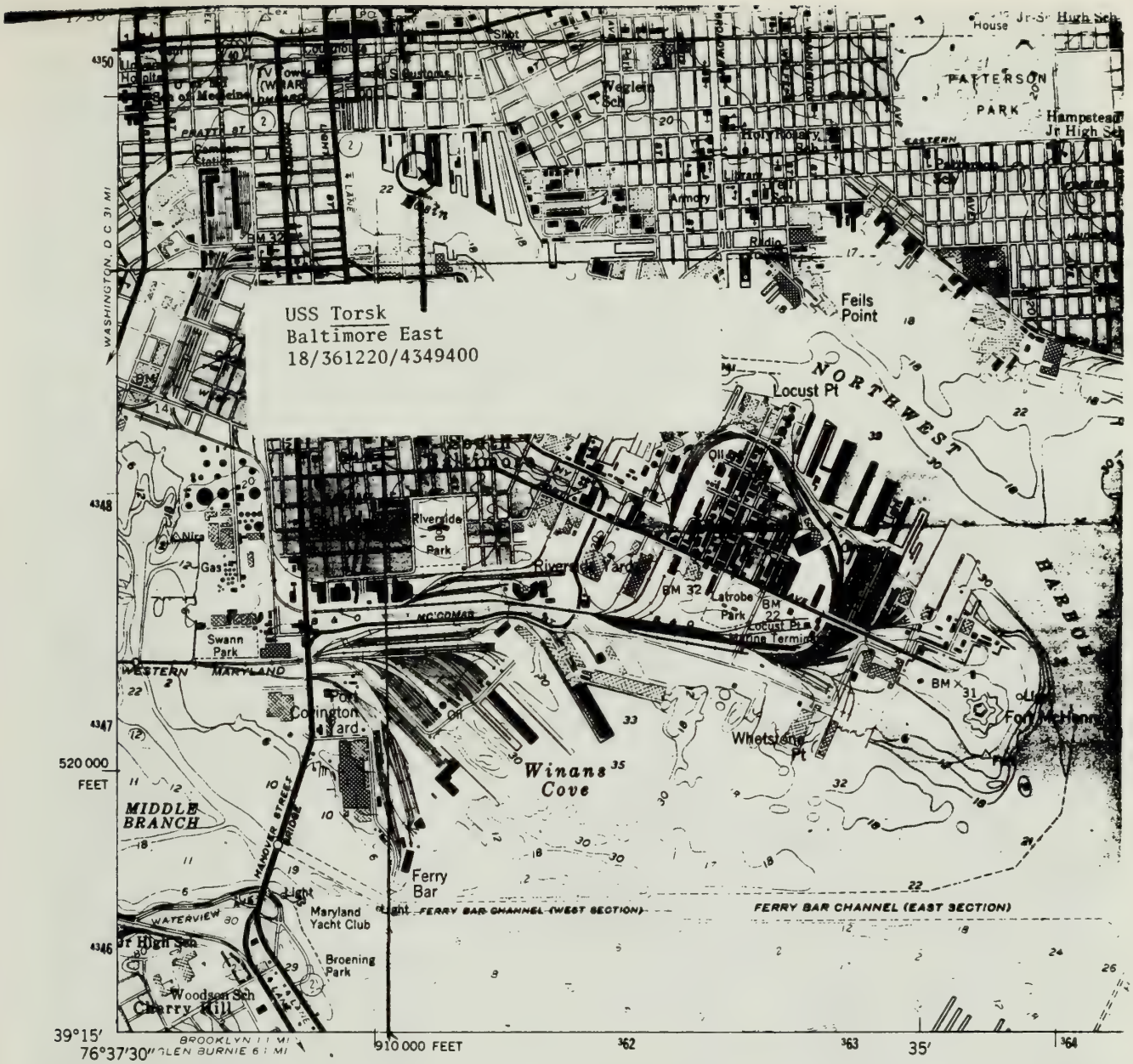
Forward Torpedo Room

This compartment takes up all of the forward single-hulled portion The breech end of the six bow torpedo tubes project eight feet into the room through the forward bulkhead The space aft of the tubes was used to store reload torpedoes, which were in racks where they could be inspected and maintained Crew bunks and lockers surrounded the reloads and a small cubicle in the after starboard corner contained the officer's head The forward access or escape trunk, and the torpedo loading hatch are located in the overhead The chain locker and forward trim tank were around the tubes, outside the pressure hull.

Sonar Dome

Copyright © 1980

DRAWN BY ALAN B. CHESLEY—1980



Mapped by the Army Map Service
Edited and published by the Geological Survey

Control by USGS, USC&GS, USCE, and City of Baltimore

Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1943. Field checked 1944
Culture revised by the Geological Survey 1953

Hydrography compiled from USC&GS Chart 545 (1951)

Polyconic projection. 1927 North American datum
10,000-foot grid based on Maryland coordinate system
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Revisions shown in purple compiled by Geological Survey from aerial photographs taken 1966. This information not field checked

Purple tint indicates extension of urban areas

MN
GN
8°
267 MILS
0°59'
18 MILS

UTM GRID AND 1966 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

1000

DEPTH C
SHO

THIS
FOR SAL
A FOLDER DESC

1. USS Torsk
2. Baltimore, Maryland
3. Baltimore Maritime Museum
4. 1985
5. Baltimore Maritime Museum
6. Exterior View-Aft
7. Photo #1

1. USS Torsk
2. Baltimore, Maryland
3. Baltimore Maritime Museum
4. 1985
5. Baltimore Maritime Museum
6. Exterior Sail
7. Photo #2

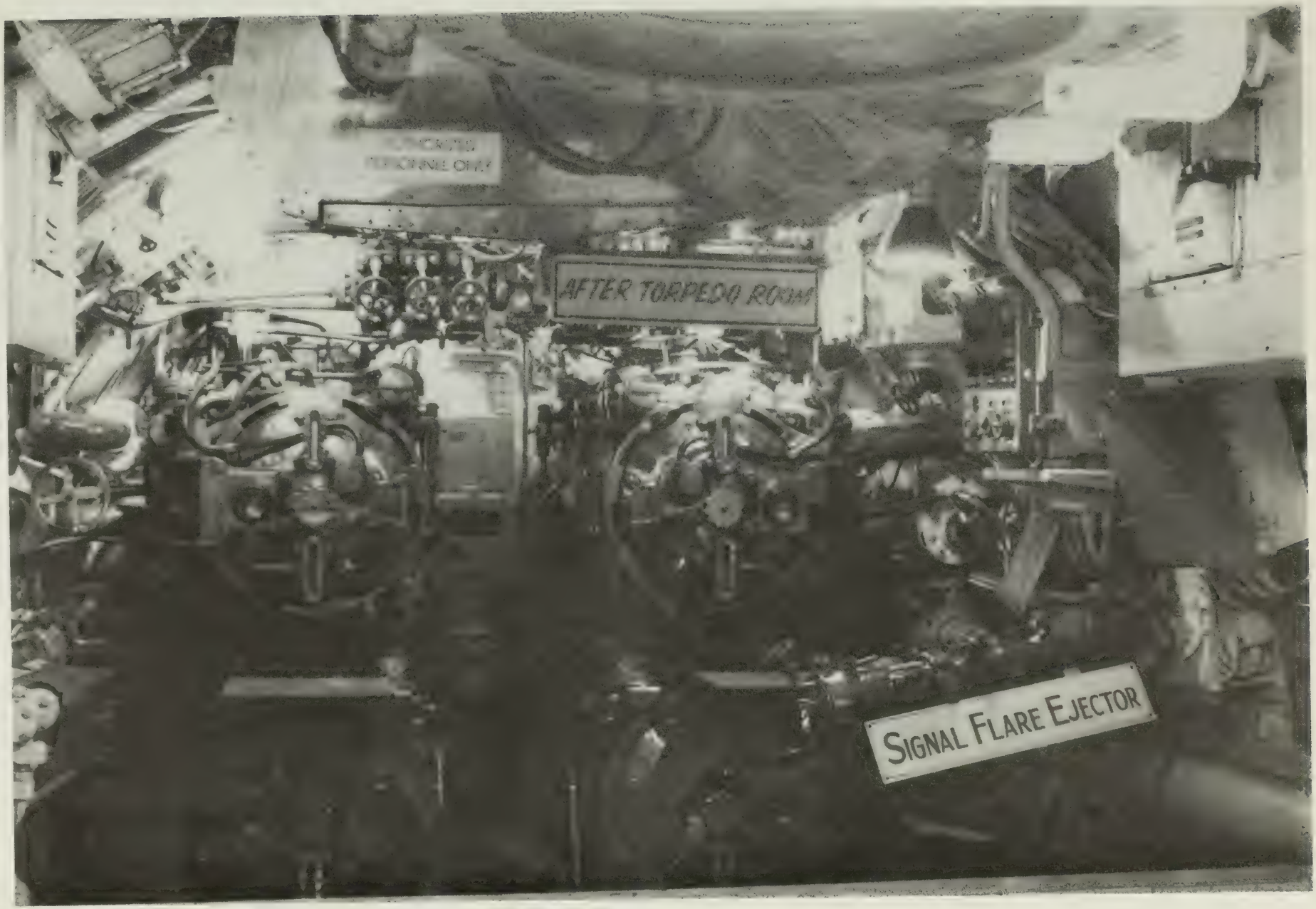
423

1. USS Torsk
2. Baltimore, Maryland
3. Baltimore Maritime Museum
4. 1985
5. Baltimore Maritime Museum
6. Radio Shack
7. Photo #3

1. USS Torsk
2. Baltimore, Maryland
3. Baltimore Maritime Museum
4. 1985
5. Baltimore Maritime Museum
6. Crew's Mess
7. Photo #4

1. USS Torsk
2. Baltimore, Maryland
3. Baltimore Maritime Museum
4. 1985
5. Baltimore Maritime Museum
6. Galley
7. Photo #5

1. USS Torsk
2. Baltimore, Maryland
3. Baltimore Maritime Museum
4. 1985
5. Baltimore Maritime Museum
6. After Torpedo Room
7. Photo #6


AFTER TORPEDO ROOM
SIGNAL FLARE EJECTOR

Minesweepers

Admirable class

22. USS Hazard (Omaha, Nebraska)
23. USS Inaugural (St. Louis, Missouri)

United States Department of the Interior
National Park Service

For NPS use only

received

date entered

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Hazard (AM-240)

and or common

2. Location

street & number 2500 North 24th Street (East) ___ not for publication

city, town Omaha ___ vicinity of

state Nebraska code 31 county Douglas code 55

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	_X_ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_X_ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Hazard Corporation and Greater Omaha Military Historical Society

street & number 2500 North 24th Street (East)

city, town Omaha ___ vicinity of state Nebraska

5. Location of Legal Description

courthouse, registry of deeds, etc. Douglas County Courthouse

street & number 1819 Farnam Street

city, town Omaha state Nebraska

6. Representation in Existing Surveys

title National Register Nomination Form has this property been determined eligible? _X_ yes ___ no

date 1979 ___ federal ___ state _X_ county ___ local

depository for survey records National Park Service, Interagency Resources Division

city, town Washington state DC 20013-7127

7. Description

Condition		Check one	Check one
_X_ excellent	___ deteriorated	X unaltered	N/A original site
___ good	___ ruins	___ altered	___ moved date ___
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Hazard (AM-240) was built by the Winslow Marine Railway & Shipbuilding Co., Winslow, Washington. She was launched on May 21, 1944, and was commissioned on October 31, 1944.

USS Hazard is a fleet minesweeper of the Admirable class. Admirable class minesweepers were basic minesweepers similiar to the British Bangor class designed to meet mininium requirements for size, speed, and endurance. They were fitted for both wire and acoustic sweeping and could also double as anti-submarine warfare and antiaircraft ships. Admirable class minsweepers formed the majority of American minesweepers built during World War II.

Specific ship data concerning USS Hazard is:

Length: 185 feet — Displacement: 900 tons (Loaded)

Beam: 33 feet — Draft: 10 feet (Loaded)

Speed: 15 knots — Crew: 104 (wartime)

Armament: One 3"/50 caliber deck gun; one rocket launcher; two depth charge racks; various combinations of antiaircraft guns.

USS Hazard is in exellent condition. The ship was transferred to Omaha with all of her spare parts and equipment intact. The only equipment missing from USS Hazard is the minesweeping cable. All equipment (radio, engines, ovens, electrical systems, plumbing) is fully operational. USS Hazard still retains its original dishes, kitchen utensils, and stationery. USS Hazard is one of the best preserved and intact warships remaining from World War II. USS Hazard is a virtual time capsule dating from 1945.

USS Hazard is permanently berthed at the Omaha Marina in East Omaha, Nebraska. She is maintained as a World War II museum and memorial.

8. Significance

Period	Areas of Significance—Check and justify below			
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion
1400–1499	archeology-historic	conservation	law	science
1500–1599	agriculture	economics	literature	sculpture
1600–1699	architecture	education	X military	social
1700–1799	art	engineering	music	humanitarian
1800–1899	commerce	exploration settlement	philosophy	theater
X 1900–	communications	industry	politics government	transportation
		invention		other (specify)

Specific dates 1944-1945 **Builder Architect** Winslow Marine Railway & Shipbuilding

Statement of Significance (in one paragraph)

The fleet minesweeper was one of the many support ships designed to service and protect the larger naval vessels in operation against the Japanese in World War II.

Although the Japanese had done little mining in the path of the United States navy they were known to have purchased thousands of British and American mines after World War I. Many of these mines were used in the Philippines and in the waters close to Japan where they caused considerable trouble. The purpose of the fleet minesweeper was to arrive before the fleet and sweep the area for mines. Fleet minesweepers remained with the fleet, during operation, constantly sweeping to insure safe operation for the larger ships of the navy. Fleet minesweepers were the first to arrive in enemy waters and the last to leave. Their job, although not glamorous or well known by the American public, was absolutely essential to the safety and success of American naval operations against Japan in World War II.

USS Hazard represents fleet minesweepers that fought against Japan in World War II for the following reasons:

1. USS Hazard is an example of an Admirable class fleet minesweeper that fought against Japan in World War II. Admirable class minesweepers formed the largest class of American minesweepers ordered during the war and proved to be one of the most successful classes. They were also employed as patrol and escort vessels.

2. USS Hazard earned three battle stars for her World War II service.

3. USS Hazard is in excellent condition and is one of the most intact warships surviving from World War II.

BIBLIOGRAPHY

Chesnau, Roger. Conway's All the World's Fighting Ships 1922-1946. New York: Mayflower Books, 1980.

Lenton, H.T. American Gunboats and Minesweepers. New York: Arco Publishing Company, Inc. 1974.

Morrison, Samuel Elliot. United States Naval Operations in World War II. Vol. 14. Boston: Little, Brown & Co., 1960.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Omaha, North Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	15	257010	4157310
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	Harry A. Butowsky		
organization	National Park Service	date	May 1985
street & number	Division of History	telephone	(202) 343-8168
city or town	Washington	state	DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

The USS Hazard Fits Right Into The "River Front Plan"

The presence of the USS Hazard on the Missouri River front will fit well into the plans to make the river and the area around it a great recreational outlet for thousands of families.

Specifications of Ship

Length	184 feet, 6 inches
Width	33 feet
Height	71 feet
Weight	900 tons (loaded)
Draft	9' 9" (loaded)
Speed	15 knots
Crew	104 men
Armament	1 — 3" - 50
	2 — Twin 40 millimeter
	6 — Twin 20 millimeter
	1 — Rocket launcher
	2 — Depth charge racks

The minesweeper's slogan says "WHERE THE FLEET GOES, WE'VE BEEN". No amphibious assault can begin without extensive preliminary sweeps, nor can it continue without constant resweeping. For her bravery, the USS Hazard received three battle stars during World War II. She truly lived up to her name —"risk, danger, peril, venture".

Freedom Park

A non profit organization dedicated to the memory of all servicemen.

Donations Appreciated

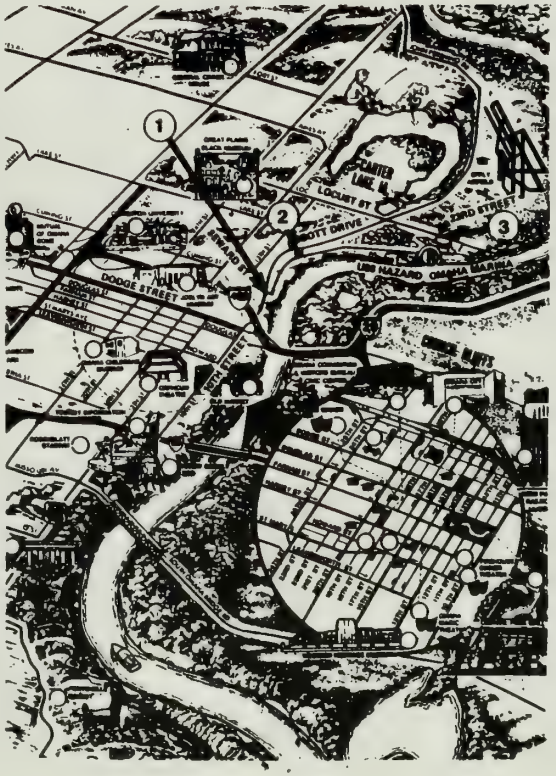
Admission Information

HAZARD – Adults	$1.50
MARLIN – Adults	$1.50
Children under 12	$1.00
COMBINATION Ticket	$2.50

Group tours can be arranged by contacting the USS HAZARD OFFICE. Telephone 341-0550.

The USS Hazard, purchased by a group of local businessmen, is now permanently berthed at the Omaha Marina, 2000 No. 25th Street, East Omaha, Nebraska, as a permanent World War II Museum. She is the largest ship that has ever traveled this far inland, being limited by the river depth and bridge clearances. She made the 2000-mile trip from Orange, Texas, to Omaha, Nebraska, in 29 days.

(1) Take Abbott Drive to Seward Street (stop light). Turn east onto Seward Street, take an immediate left turn onto road to dike.
(2) "Freedom Park Sign" – Follow road to Freedom Park.
(3) Take Locust Street east to 23rd Street, turn right, follow road to Freedom Park.



M-S-M PRINTING CO.

USS HAZARD

final voyage

built: may 21, 1944
commissioned: october 31, 1944
decommissioned: july 27, 1946
last port: omaha, nebraska

orange, texas to omaha, nebraska

LOCATED AT
FREEDOM PARK
GREATER OMAHA MARINA
2000 NORTH 25th STREET
EAST OMAHA, NEBRASKA 68110

"Where the fleet goes, we've been"

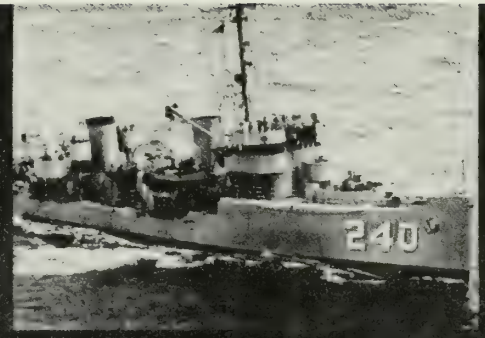
SKYHAWK

The McDonnell Douglas A-4 Skyhawk was designed originally to provide the U.S. Navy and Marine Corps with a simple low-cost, light weight attack and ground support aircraft. The first version of the Skyhawk, the A-4A, entered service with the fleet on October 26, 1956.

The aircraft slated for display on the Omaha riverfront was accepted from the Douglas Aircraft Corporation on March 13, 1957. During the next 12 years the plane served a number of squadrons on both the east and west coasts. By the time the plane was stricken from Navy inventory on January 30, 1969, it had logged 2,561 flight hours.

Although this particular aircraft served aboard the aircraft carrier Saratoga for a short time in 1958, most of its life was spent at Naval Air Stations in a training capacity. After four years on the east coast, the plane was transferred to Alameda, California. When it was moved to the Los Alamitos Naval Air Station in 1956 the Navy transferred it to the Marine Reserve unit stationed there. It ended its service with that unit.

The Skyhawk's wing span is 27 feet. It is about 40 feet long and weighs about 10,000 pounds. Current versions of the Skyhawk have a speed capability of over 600 mph.



USS HAZARD

The USS Hazard (AM-240) was launched May 21, 1944, by the Winslow Marine Railway and Shipbuilding Co., Winslow, Wash.; sponsored by Miss Joanne R. Heddens, and commissioned October 31, 1944 with Lt. Curtis B. Tibbals, USNR, in command.

After a shakedown cruise to San Pedro, Calif., the USS Hazard departed from San Francisco on January 5, 1945, screening a convoy to Pearl Harbor. She arrived at Pearl Harbor on January 13 and began a series of escort voyages between there and Eniwetok. She next screened a convoy to the Philippine Islands.

The USS Hazard then patroled from Leyte in March of 1945 as part of Admiral Killand's Western Islands Attack Group for the invasion and occupation of Okinawa (March 14 to June 30, 1945). Arriving off Kerama Retto, 15 miles southwest of Okinawa, she reported to the Transport Screen and took up a screening station as antisubmarine patrol. The USS Hazard then began her very important task of clearing the mine fields around Kerama Retto on March 31, a task which lasted until June 20.

When Okinawa was secured, the USS Hazard started to sweep the area northwest from Okinawa in the East China Sea. She swept these waters until July 14 and then returned to Buckner Bay where she spent the remainder of the month as a standby ship. On August 13 the USS Hazard rejoined a sweeping unit in the East China Sea.

After the Japanese Surrender, the USS Hazard returned to Buckner Bay to join a group of minesweepers headed for the Yellow Sea and Jinsen, Korea, clearing the way for occupation ships.

The USS Hazard, purchased by a group of local businessmen, is now permanently berthed at the Greater Omaha Marina, as a floating World War II Museum. She is the largest ship that has ever traveled this far inland, being limited by the river depth and bridge clearances. She made the 2000-mile trip from Orange, Texas, to Omaha, Nebraska, in 29 days.

The USS Hazard is virtually intact with most systems in operating condition. A visit on the ship will prove entertaining and educational as you experience ship board conditions yourself.

USS MARLIN

The U.S.S.Marlin (SST-2) was built by the Electric Boat Division, General Dynamics Corporation in Groton, Conn. Her keel was laid down May 1, 1952. Seventeen months later, on October 14, 1953, she was launched with Mrs. William R. DeLoach as sponsor. On November 20, 1953, she hoisted her commissioning pennant with Lieutenant Edward Holt, USN, in command.

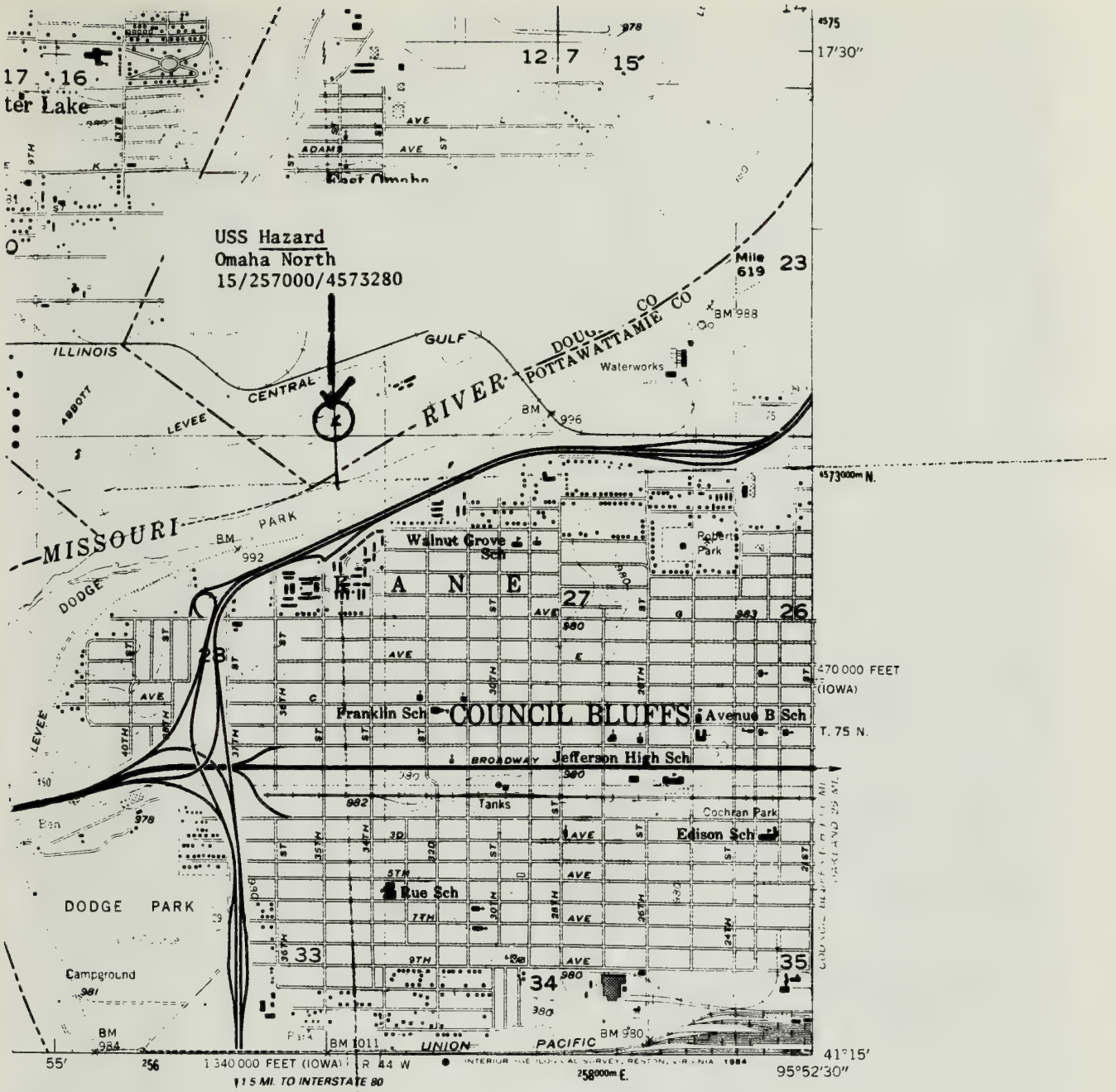
After shakedown in the Massachusetts Bay area she got underway from New London, Conn., in January, 1954, for her home port of Key West, Fla. Assigned to Submarine Squadron 12, Submarine Force, Atlantic Fleet, she immediately began operations in the sector from Southern Florida to Guantanamo Bay, Cuba. For almost 20 years she performed valuable service as a target and training ship and helped to evaluate submarine and anti-submarine equipment and tactics.

In addition to target and training duty for the Fleet Sonar School at Key West, the Marlin participated in numerous fleet exercises. In 1955, from March 7 to April 4, she joined her sister ships, USS Mackeral (SST-1), Amerbjack (SS-522), Batfish (SS-310) and Chivo (SS-341), along with a task force under Commander, Mine Force, in participating in mine warfare maneuvers. From January 1956 to March 1963 she deployed regularly to Guantanamo Bay where she provided services to the Fleet Training Group.

She remained in her home waters off Key West from 1963 until her decommissioning January 31, 1973. During this period she performed mainly target duty for Atlantic Fleet surface and air antisubmarine units and earned the enviable reputation of being a "can do" ship.

The USS Marlin (SST-2) played an important part in keeping the Navy constantly ready to be first in action and first in peacekeeping.

The USS Marlin was struck from the Navy list on January 31, 1973 and turned over to the Greater Omaha Military Historical Society in April, 1974.



22092

Revisions shown in purple compiled from aerial photographs taken 1982 and other sources
This information not field checked. Map edited 1984

Purple tint indicates extension of urban area

OMAHA NORTH, NEBR.—IOWA

N4115—W9552.5/7.5

1956

PHOTOREVISED 1984

DMA 6866 IV SW—SERIES V875

1. USS Hazard
2. Omaha, Nebraska
3. US Navy
4. 1944
5. Hazard Corporation
6. Exterior view USS Hazard
7. Photo #1

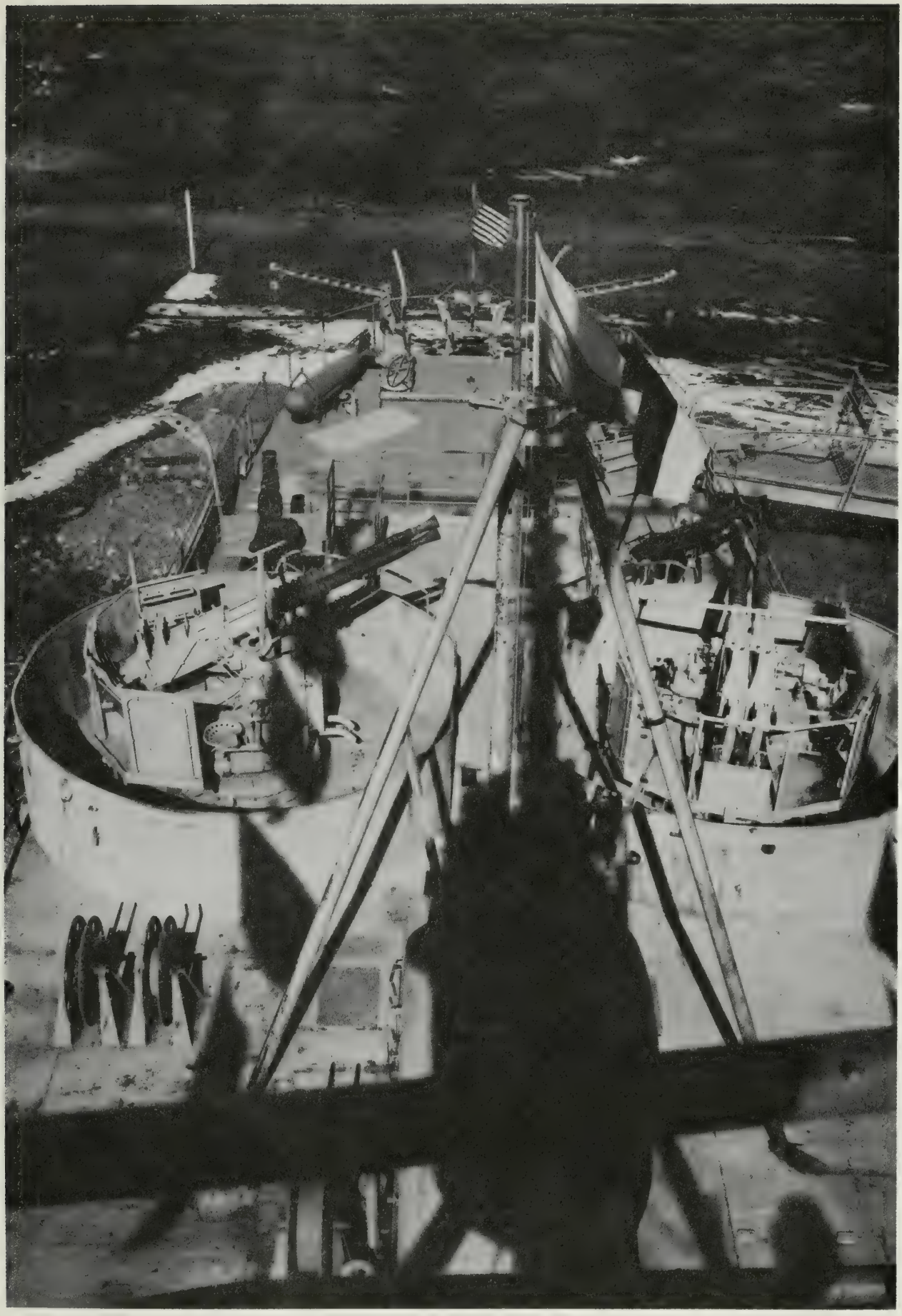
U.S.S. HAZARD
AM 240
OFFICIAL U.S. NAVY PHOTO

1. USS Hazard
2. Omaha, Nebraska
3. Duane Gallager
4. 1985
5. Hazard Corporation
6. Exterior view of USS Hazard
7. Photo #2

240

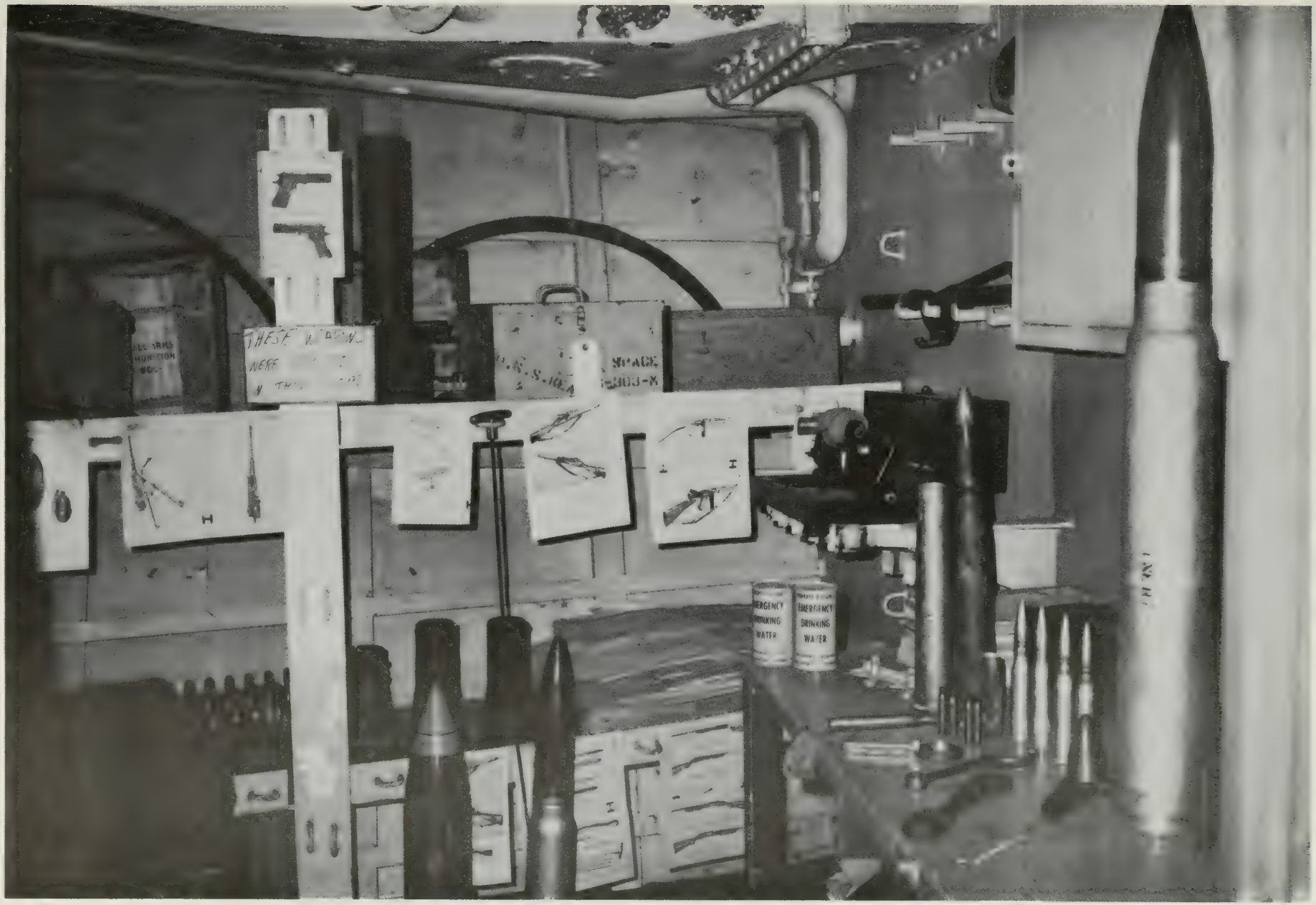
1. USS Hazard
2. Omaha, Nebraska
3. Duane Gallager
4. 1985
5. Hazard Corporation
6. Foredeck with 3"/50 caliber gun
7. Photo #3

1. USS Hazard
2. Omaha, Nebraska
3. Duane Gallager
4. 1985
5. Hazard Corporation
6. Aft part of ship from searchlight platform
7. Photo #4

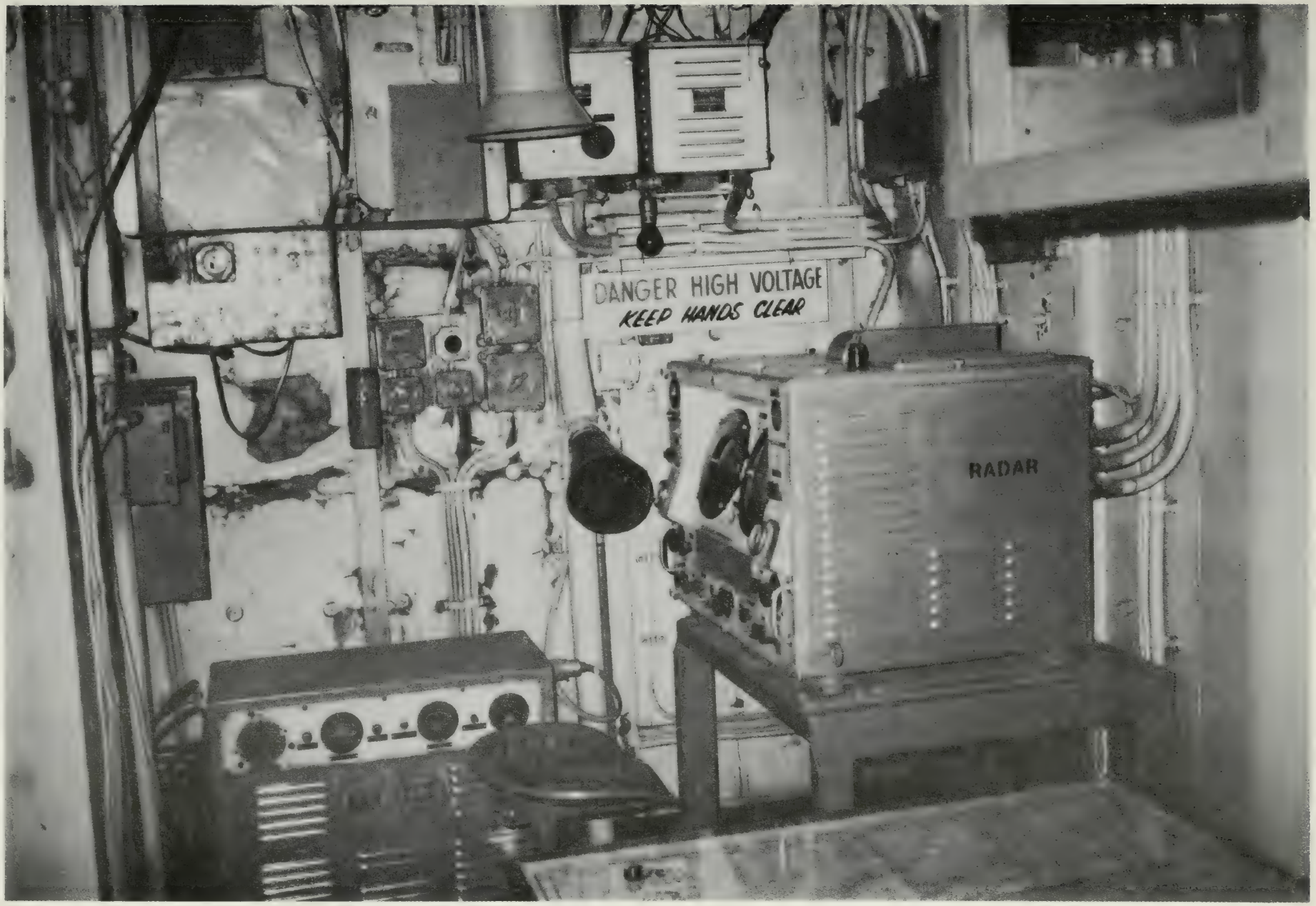


1. USS Hazard
2. Omaha, Nebraska
3. Duane Gallager
4. 1985
5. Hazard Corporation
6. Wheelhouse
7. Photo #5

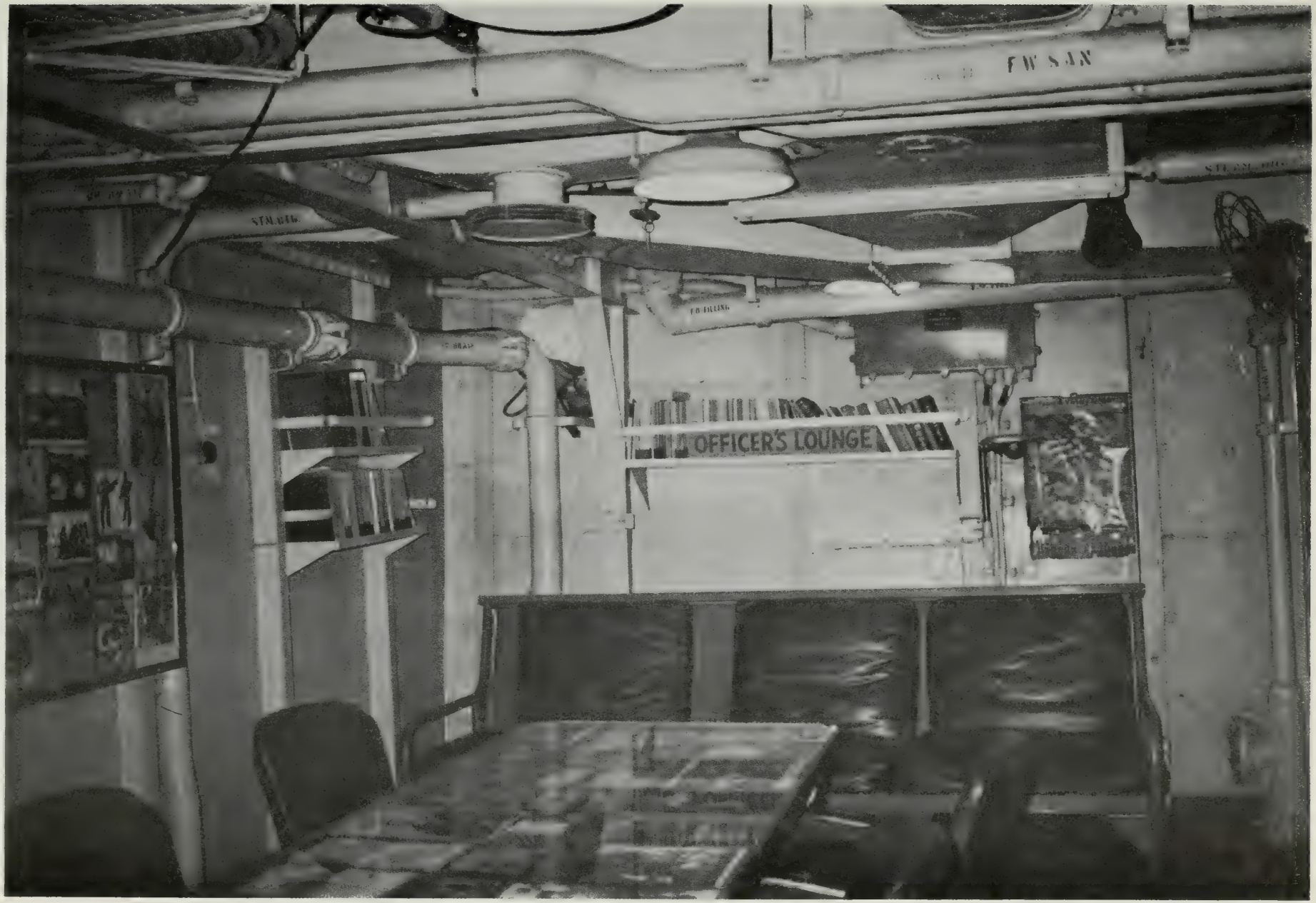
1. USS Hazard
2. Omaha, Nebraska
3. Duane Gallager
4. 1985
5. Hazard Corporation
6. Armory
7. Photo #6


EMERGENCY
DRINKING
WATER
EMERGENCY
DRINKING
WATER

1. USS Hazard
2. Omaha, Nebraska
3. Duane Gallager
4. 1985
5. Hazard Corporation
6. Radar Room
7. Photo #7

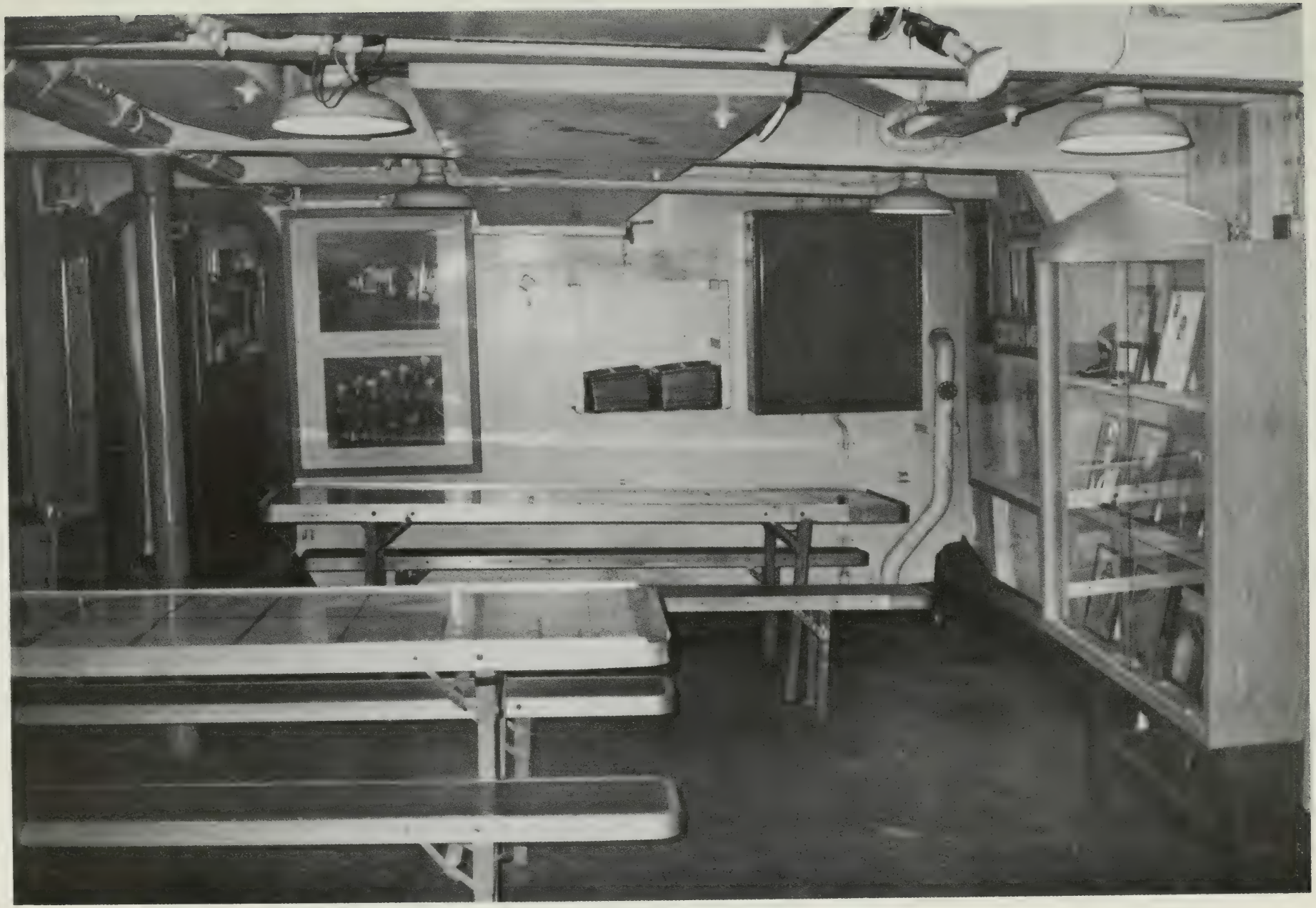

DANGER HIGH VOLTAGE
KEEP HANDS CLEAR
RADAR

1. USS Hazard
2. Omaha, Nebraska
3. Duane Gallager
4. 1985
5. Hazard Corporation
6. Wardroom
7. Photo #8


FW SAN
OFFICER'S LOUNGE

1. USS Hazard
2. Omaha, Nebraska
3. Duane Gallager
4. 1985
5. Hazard Corporation
6. Forward Berthing
7. Photo #9

1. USS Hazard
2. Omaha, Nebraska
3. Duane Gallager
4. 1985
5. Hazard Corporation
6. Crew's Mess
7. Photo #10



1. USS Hazard
2. Omaha, Nebraska
3. Duane Gallager
4. 1985
5. Hazard Corporation
6. Sick Bay
7. Photo #11

1. USS Hazard
2. Omaha, Nebraska
3. Duane Gallager
4. 1985
5. Hazard Corporation
6. Galley
7. Photo #12

KITCHEN
STEAM
STEAM

1. USS Hazard
2. Omaha, Nebraska
3. Duane Gallager
4. 1985
5. Hazard Corporation
6. Scullery
7. Photo #13

DISHWASHER

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Inaugural (AM-242)

and/or common

2. Location

street & number 300 North Wharf Street ___ not for publication

city, town St. Louis ___ vicinity of

state Missouri code 29 county St. Louis City code 510

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	_X_ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_X_ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name St. Louis Concessions

street & number 400 Mansion House Center, Suite 2510

city, town St. Louis ___ vicinity of state Missouri

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20362

6. Representation in Existing Surveys

title None has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	N/A original site
___ good	___ ruins	X altered	___ moved date
X fair	___ unexposed		

Describe the present and original (if known) physical appearance

USS Inaugural (AM-242) was built by the Winslow Marine Railway & Shipbuilding Co., Winslow, Washington. She was launched on October 1, 1944, and was commissioned on December 30, 1944.

USS Inaugural is a fleet minesweeper of the Admirable class. Admirable class minesweepers were basic minesweepers similiar to the British Bangor class designed to meet minimum requirements for size, speed, and endurance. They were fitted for both wire and acoustic sweeping and could also double as anti-submarine warfare and antiaircraft ships. Admirable class minesweepers formed the majority of American minesweepers built during World War II.

Specific ship data concerning USS Inaugural is:

Length: 185 feet

Displacement: 900 tons (Loaded)

Beam: 33 feet

Draft: 10 feet (Loaded)

Speed: 15 knots

Crew: 104 (wartime)

Armament: One 3"/50 caliber deck gun; one rocket launcher; two depth charge racks; various combinations of antiaircraft guns.

USS Inaugural is in fair condition. The ship has been neglected for many years and has lost a substantial amount of her World War II integrity. Many parts of the interior of the ship are missing equipment and fittings. The exterior of the ship is in better condition but many of the original guns are in need of restoration. USS Inaugural retains her minesweeping cable.

USS Inaugural is now berthed in the Mississippi river at the North leg of the Gateway Arch. The ship was recently transferred to St. Louis Concessions, St. Louis, Missouri, and is being restored to her World War II condition.

8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400–1499	archeology-historic	conservation	law	science	
1500–1599	agriculture	economics	literature	sculpture	
1600–1699	architecture	education	X military	social/ humanitarian	
1700–1799	art	engineering	music	theater	
1800–1899	commerce	exploration settlement	philosophy	transportation	
X 1900–	communications	industry	politics government	other (specify)	
		invention			

Specific dates 1944-1945 **Builder Architect** Winslow Marine Railway & Shipbuilding Co.

Statement of Significance (in one paragraph)

The fleet minesweeper was one of the many support ships designed to service and protect the larger naval vessels in operation against the Japanese in World War II.

Although the Japanese had done little mining in the path of the United States navy they were known to have purchased thousands of British and American mines after World War I. Many of these mines were used in the Philippines and in the waters close to Japan where they caused considerable trouble. The purpose of the fleet minesweeper was to arrive before the fleet and sweep the area for mines. Fleet minesweepers remained with the fleet, during operation, constantly sweeping to insure safe operation for the larger ships of the navy. Fleet minesweepers were the first to arrive in enemy waters and the last to leave. Their job, although not glamorous or well known by the American public, was absolutely essential to the safety and success of American naval operations against Japan in World War II.

USS Inaugural represents fleet minesweepers that fought against Japan in World War II for the following reasons:

1. USS Inaugural is an example of an Admirable class fleet minesweeper that fought against Japan in World War II. Admirable class minesweepers formed the largest class of American minesweepers ordered during the war and proved to be one of the most successful classes of minesweepers. They were also employed as patrol and escort vessels.

2. USS Inaugural earned two battle stars for her World War II service.

BIBLIOGRAPHY

Chesnau, Roger. Conway's All the World's Fighting Ships 1922-1946. New York: Mayflower Books, 1980.

Lenton, H. T. American Gunboats and Minesweepers. New York: Arco Publishing Company, Inc., 1974.

Morrison, Samuel Elliot. United States Naval Operations in World War II. Vol. 14. Boston: Little, Brown & Co., 1960.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Granite City Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	15	745300	4278740
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

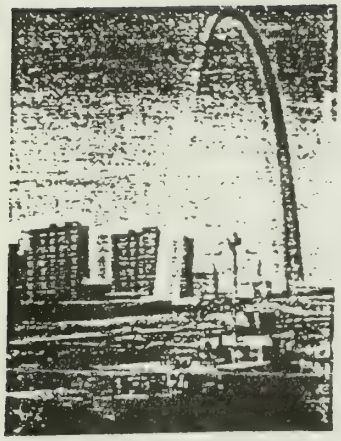
Attest: date

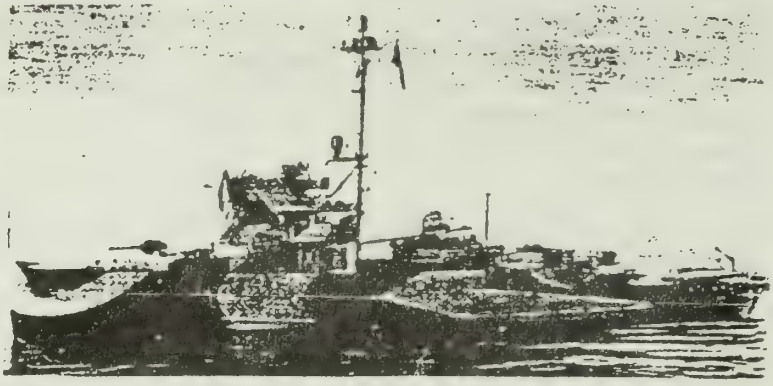
Chief of Registration

GPO 894-788

U.S.S. INAUGURAL

EDUCATIONAL MUSEUM





OFFICIAL WARTIME PHOTOGRAPH

Veteran Minesweeper from the Battle of Okinawa. Located in the Mississippi River at the North Leg of the Gateway Arch. 300 North Wharf Street. St. Louis. Missouri 63102.

The *U.S.S. Inaugural* is a World War II Minesweeper, commissioned in 1944 with a crew of one hundred enlisted men and ten officers. The "Augie," as she was affectionately called by her crew, first distinguisned nerself at tne bloody Battle of Okinawa. During the desperate struggle for control of this island, tne *Inaugural* acted as a patrol ship, firing at enemy planes as Japanese aircraft made a suicidal effort to stop progress of American ground forces and destroy tneir support from the sea.

During one of ner anti-submarine patrols, the crew was called to general quarters and an engagement witn a large Japanese submarine ensued. Following a rocket attack by tne "Augie," debris and a large oil slick appeared from tne sunken or badly damaged enemy submarine.

Witn tne war ending in 1945, tne "Augie" performed ner vital function by sweeping tne various minefields in tne approaches to the Japanese homeland. In all, eighty-two deadly mines were cleared from tne seas by this gallant vessel.

This is but a brief story of tne *U.S.S. Inaugural* and tne American war effort. We sponsor tours which go into greater detail about the functions and the importance of the *Inaugural* and ner crew to the United States war effort in Asia.

We are **open from 9:00 a.m. to 6:00 p.m. Monday through Sunday, from April through October.** Our prices are **$1.75 for Adults and $1.25 for Children under 12 years of age. *Group fares are available for 10 persons or more.*** $1.00 per person

FOR MORE INFORMATION, CALL: 314-421-1511

New fall hours 11 Am to 4 PM Monday through Friday
10 Am to 6 PM Saturday & Sunday

Will be able to open earlier or stay later for a tour if plan in advance.

SCALE 1:24 000

1 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMETER

CONTOUR INTERVAL 10 FEET
DASHED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092,
STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS 61801,
AND THE DIVISION OF GEOLOGY AND LAND SURVEY
MISSOURI DEPARTMENT OF NATURAL RESOURCES, ROLLA, MISSOURI 65401
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION

Revisions shown in purple compiled by the Geol
from aerial photographs taken 1979 and other s
Map edited 1982. This information not field c

Purple tint indicates extension of urban area

1. USS Inaugural
2. St. Louis, Missouri
3. US Navy
4. 1945
5. St. Louis Concessions
6. Exterior view of USS Inaugural
7. Photo #1

1. USS Inaugural
2. St. Louis, Missouri
3. St. Louis Concessions
4. 1985
5. St. Louis Concessions
6. Exterior view of USS Inaugural
7. Photo #2

PEABODY

Torpedo Boats

24. PT 796 (Fall River, Massachusetts)

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic PT Boat 796

and/or common

2. Location

street & number Battleship Cove ___ not for publication

city, town Fall River ___ vicinity of

state Massachusetts code 025 county Bristol code 005

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	_X_ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	Public Acquisition	Accessible	___ entertainment	___ religious
_X_ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name PT Boats, Inc.

street & number Battleship Cove

city, town Fall River ___ vicinity of state Massachusetts

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20362

6. Representation in Existing Surveys

title None has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
X excellent	___ deteriorated	___ unaltered	N/A original site
___ good	___ ruins	X altered	___ moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

PT (Patrol, Torpedo) Boat 796 is a Higgins-type torpedo boat built for service in World War II. She was built by the Higgins Company in New Orleans, Louisiana, launched in mid-1945, and commissioned as a unit of PT Squadron 43 in July of that year. Like all American PT boats, 796 (nicknamed "Tailender") was constructed of mahogany and plywood and powered by three 1,550-horsepower Packard engines which used high-octane aviation gasoline as fuel. Dimensions and data on PT 796 are:

Length:	78'
Beam:	21' 6"
Displacement:	55 tons
Speed:	44 knots maximum, varying with load and sea conditions.
Range:	approximately 500 miles
Armament:	2-Mark 13 torpedoes 2-twin .50 caliber machine guns 1-twin 20mm machine gun 1-single 20mm machine gun 1-single 40mm machine gun[1]

PT 796 is in excellent condition and retains its World War II integrity.

8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400–1499	archeology-historic	conservation	law	science	
1500–1599	agriculture	economics	literature	sculpture	
1600–1699	architecture	education	X military	social/	
1700–1799	art	engineering	music	humanitarian	
1800–1899	commerce	exploration settlement	philosophy	theater	
X 1900–	communications	industry	politics government	transportation	
		invention		other (specify)	

Specific dates 1945 **Builder/Architect** Higgins Company

Statement of Significance (in one paragraph)

Summary

PT Boats--General

PT boats, as they were known in World War II, were a British invention, adopted and used by the U.S. Navy. The idea of the PT boat was that of the small, fast--and ultimately, expendable--interdiction ship, armed with torpedoes and machine guns for cutting enemy supply lines, for harassing enemy forces, and for short-range oceanic scouting. American PT boats served during World War II in the Philippines and the Southwestern Pacific areas, in the English Channel, off Normandy, and in the Mediterranean Sea.[2]

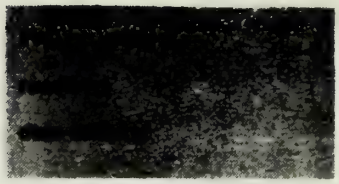
There were 43 PT squadrons, with a normal complement of 12 boats. Some 300 PT boaters were killed in World War II, an extremely high loss rate for this comparatively small, elite service.[3]

PT boats were a significant American naval warship type in World War II. They were responsible for numerous enemy losses, in warships, materiel, and personnel. They spawned a number of offshoots - the Japanese "Shinyo" suicide boat; the fast, hydrofoil missile ships of today; and the numerous inshore patrol craft used by many navies of the 1980s.[4]

Significance

At the present time there are four extant PT Boats remaining. PT 617 is now undergoing restoration and will be displayed opposite PT 796 at Battleship Cove. PT 619 is in very poor condition in Memphis, Tennessee, and has lost most of its World War II integrity. Another PT Boat (Hull number unknown) is in Camp Wythycombe, Oregon, but this boat has no armament and is in need of additional restoration. PT 796, thus is the best representative of this class of warships. PT 796 is in excellent condition and retains her World War II integrity.

PT 796 is also the PT Boat tht was used in President Kennedy's Inaugural Parade in January 1961, painted with the numerals "109".



FOOTNOTES

1. USS Massachusetts Memorial Committee, Inc. PT 796-Physical Description (Fall River, Massachusetts: USS Massachusetts Memorial Committee, Inc., 1984), p. 1.

2. Ibid., p. 3.

3. Ibid.

4. Ibid.

BIBLIOGRAPHY

Johnson, Frank D. United States PT Boats of World War II. Dorset, England: Blandford Press, 1980.

USS Massachusetts Memorial Committee, PT 796. (Physical Description) Fall River, Massachusetts, 1984.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Fall River

Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	19	320180	4919020
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89–665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-785

S.O.S.

SEE OUR SHIPS

VISIT BATTLESHIP COVE

See four U.S. Navy Fighting Ships, Landing Craft and the Marine Museum

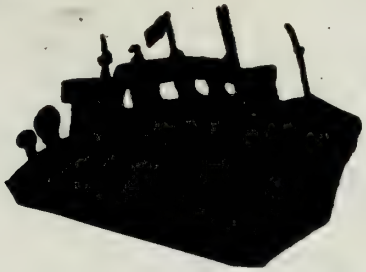
For information call (617) 678-1100 or (617) 678-1905

BATTLESHIP COVE, FALL RIVER, MASS.

Exit 5 I-195

All 6 attractions open year 'round 9 a.m. to 5 p.m.

(Summer hours June 30-Labor Day open 9 a.m. to 6 p.m.)



PT BOAT #796

THIS HIGGINS—TYPE PT BOAT is an example of the hundreds of "mosquito boats" used by the United States Navy in World War II in the Mediteranian, the Southwest Pacific and the Philippines. Constructed of plywood and mahogany and powered by three Packard Engines the PT Boats were admirably suited to their mission of interdiction - the destruction of enemy supplies and cutting off replenishment routes. In October 1944 PT Boats spotted a Japanese task force steaming to attack American Forces. The PT's attacked, passing a warning to American Forces that permitted Admiral Oldendorff's Battleships to engage and destroy the enemy in a night gun battle.

Displacement:	55 tons
Length:	78 feet
Beam:	21 feet
Draft:	4 - 6 feet
Speed:	44 knots
Crew:	14

Armament:	2 MARK 13 Torpedos
	1 40 mm Gun
	3 20 mm Guns
	4 .50 Caliber M6

Items of Interest in Battleship Cove

BATTLESHIP:

Engine Rooms, Machine Shop, Marine's Quarters, Enlisted Men's Quarters, Bakery, Galley, 5" and 16" Guns, World War II Memorial, Barber Shop, PT Boat Library and Museum, Model Aircraft Exhibit, Cobbler Shop, Laundry, Bridge, Officer's Ward Room, Officer's State Rooms, Bridge and Conning Tower, Warrant Officer's Quarters

DESTROYER:

Bridge, Captain's Sea Cabin, CIC (Combat Info Center), Division Commander's Cabin, Radio Central, Galley, Sick Bay, Officer's Pantry, Officer's Ward Room, Vietnam/Korea Memorials, Laundry, Ship Store, Kennedy's and the Sea Memorial.

LIONFISH:

Torpedo Rooms, Engine Rooms, Officer's Quarters, Control Room, Radio Shack, Galley, Maneuvering Room.

QUONSET HUT:

PT 796 on Exhibit and Associated Memorabilia.

MARINE MUSEUM:

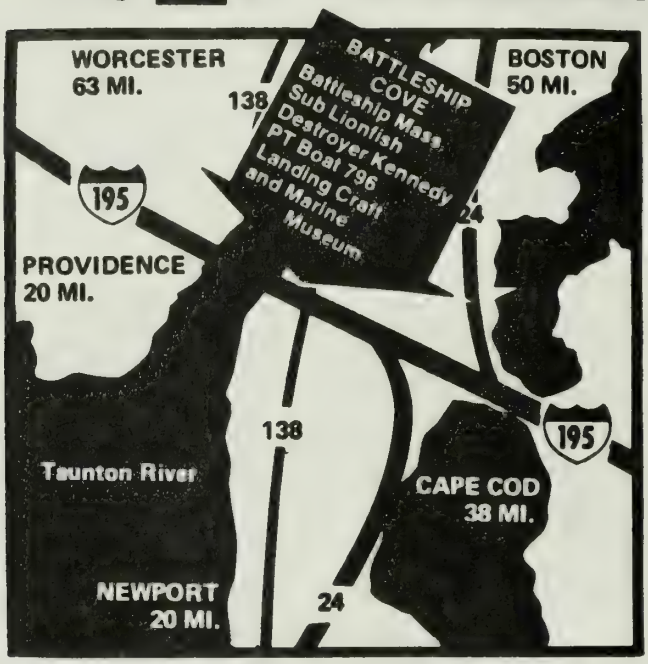
Battleship Cove ticket includes admission to Marine Museum featuring the Old Fall River Line.

HERITAGE PARK:

Visit this area's newest, most contemporary recreational facility.

It's easy to get to Battleship Cove

Stop 3 on the Americana trail



Just follow the signs

Coming from Providence on Route 195, cross the Braga Bridge, take "Milliken Blvd." exit 5 , go left at fork on ramp, left at first stop sign, and left at first traffic light. Proceed down hill to Battleship Cove.

Coming from New Bedford on Route 195, take exit 5, "Davol St." exit, bear right at fork on ramp.

Coming into Fall River on Route 138 from either direction, turn down Central St.

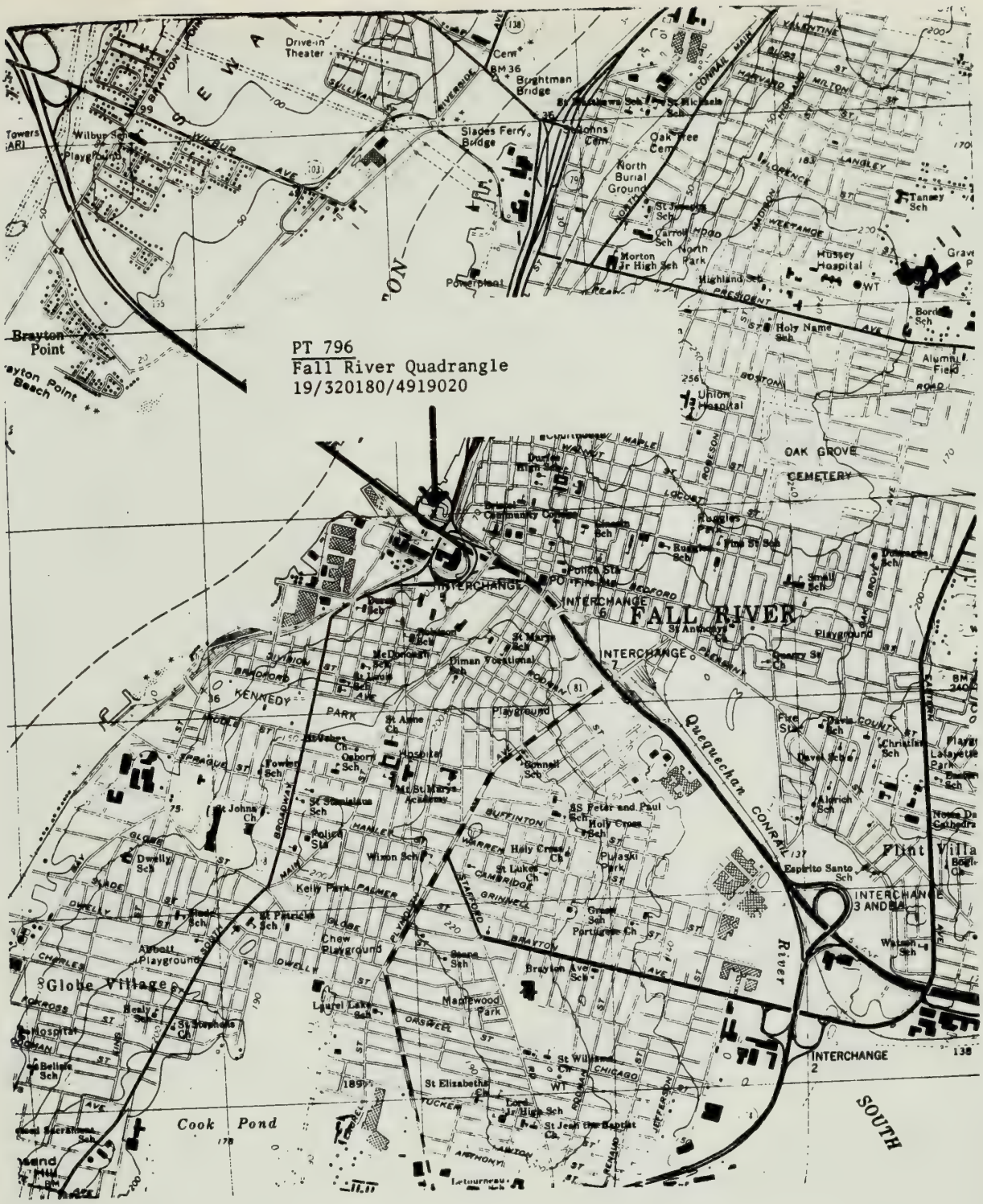
Coming from afar — Take I-195 or Route 24 to Fall River, follow signs to Battleship Cove. (617) 678-1100

COUNTY COMMISSIONERS

M. Earle Gaudette, Chairman
Patrick H. Harrington
Sylvester Sylvia
Frank Vieira, Treasurer

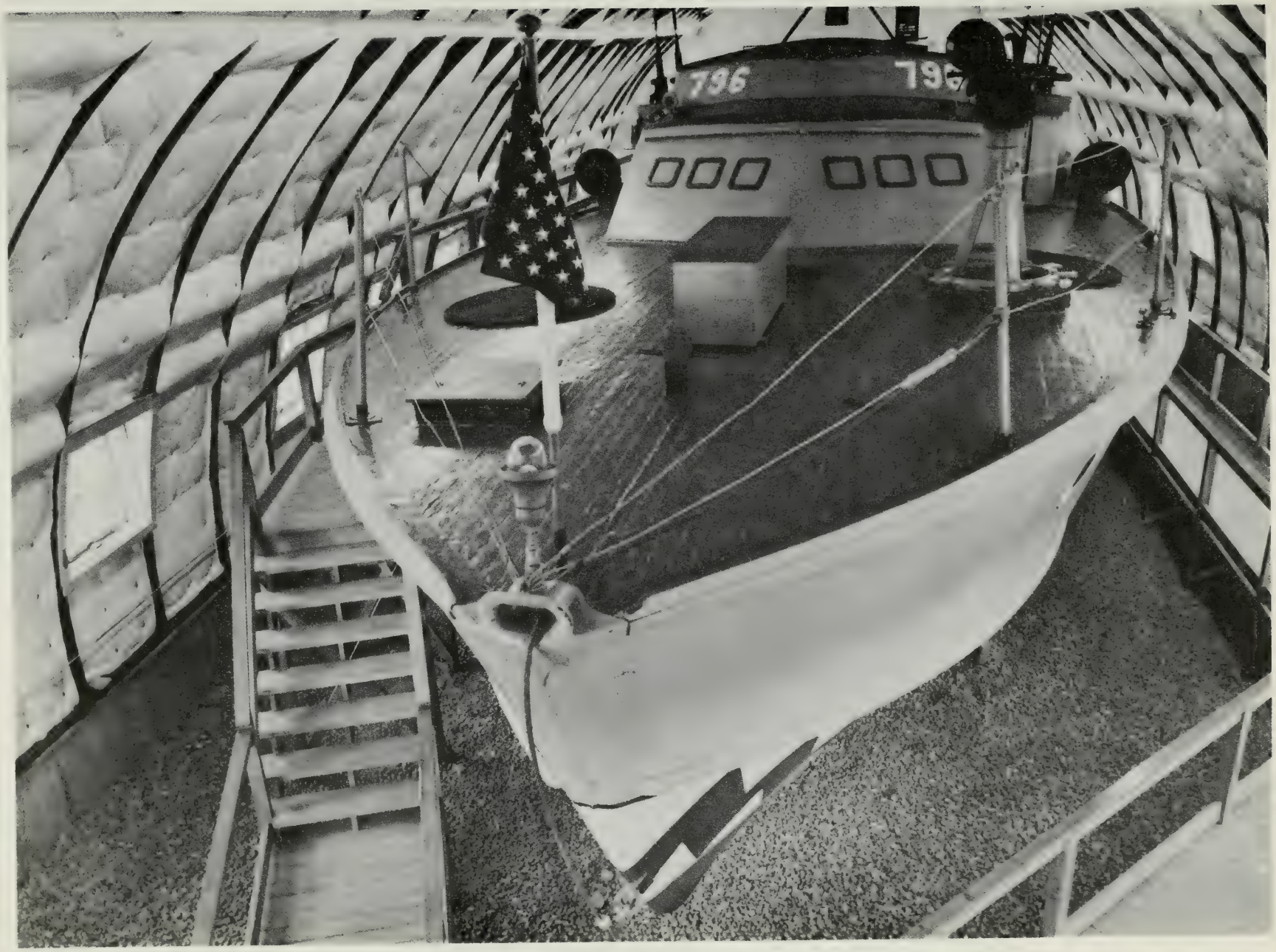
Produced by the
Bristol County Development Council, Inc.
70 North Second Box BR-976
New Bedford, Ma 02741
Tel. 617-997-1250

Hours subject to change without notice.


PT 796
Fall River Quadrangle
19/320180/4919020
Brayton Point
FALL RIVER
OAK GROVE CEMETERY
Quequechan River
Cook Pond
Globe Village
Flint Village
INTERCHANGE 2
INTERCHANGE 3 AND 8A
INTERCHANGE 5
INTERCHANGE 7
SOUTH

1. PT Boat 796
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1985
5. USS Massachusetts Memorial Committee
6. Exterior view of hull
7. Photo #1

1. PT Boat 796
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1985
5. USS Massachusetts Memorial Committee
6. Exterior view of forward deck
7. Photo #2


796
796

1. PT Boat 796
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1985
5. USS Massachusetts Memorial Committee
6. Deck view from stern looking forward
7. Photo #3

40MM

1. PT Boat 796
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1985
5. USS Massachusetts Memorial Committee
6. Crew's Quarters
7. Photo #4

1. PT Boat 796
2. Fall River, Massachusetts
3. USS Massachusetts Memorial Committee
4. 1985
5. USS Massachusetts Memorial Committee
6. Engine Room
7. Photo #15

Liberty Ships

25. SS Jeremiah O'Brien (San Francisco, California)

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic SS Jeremiah O'Brien

and or common

2. Location

street & number Pier 3, Fort Mason Center ___ not for publication

city, town San Francisco ___ vicinity of

state California code county code

3. Classification

Category	Ownership	Status	Present Use	
___ district	X public	X occupied	___ agriculture	X museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name National Liberty Ship Memorial Association

street & number Fort Mason Center-Building A

city, town San Francisco ___ vicinity of state California

5. Location of Legal Description

courthouse, registry of deeds, etc. Office of Domestic Shipping

street & number US Maritime Administration

city, town Washington state DC 20230

6. Representation in Existing Surveys

title National Register Nomination Form has this property been determined eligible? X yes ___ no

date 1978 ___ federal X state ___ county ___ local

depository for survey records National Park Service, Interagency Resources Division

city, town Washington state DC 20013-7127

7. Description

Condition		Check one	Check one
X excellent	___ deteriorated	X unaltered	N/A original site
___ good	___ ruins	___ altered	___ moved date
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

SS Jeremiah O'Brien is a World War II-vintage cargo ship designated in U.S. Maritime Commission nomenclature as an EC-2 type ("E" for "emergency," World War II being the emergency which caused design and construction of the type; "C" for "cargo," and "2" designating a large capacity). She was the product of a standarized design, adapted from the design of an old and timeproven British tramp ship which originated in 1879. Based on plans obtained from Sunderland, England, the New York naval architect firm of Gibbs and Cox and the U.S. Maritime Commission drew the detailed plans for liberty ships. When shown the plans in 1941, President Franklin D. Roosevelt approved the efficiency of the proposed design but commented that the resulting ship would be "a real ugly duckling," a comment picked up and disseminated by the press and adopted by many.[1]

The standard liberty ship, including the SS Jeremiah O'Brien, was 441 feet and 6 inches in length, with a beam of 56 feet, gross tonnage about 7,176, and displacement tonnage 14,300. The ship was designed to carry 9,146 tons of cargo with a full load of fuel. Commonly they carried more, with holds filled and in addition a deckload of planes or tanks, crated aircraft or trucks, heavy machinery or railroad locomotives, or a combination of these cargoes, loading them down to their Plimsoll marks or beyond with a 10,000-ton payload. On occasion the ships were used as troop transports. The ship was designed for a crew of 44, but frequently had in additional naval armed guard of ten or twenty or more, making the quarters cramped.

SS Jeremiah O'Brien is a cargo vessel with a raked stem, flush deck, and cruiser stern. Her machinery is amidships. There are five cargo holds, three forward of and two aft of the machinery space. Salt water ballast or dry cargo can be carried in deep tanks provided in Nos. 1 and 4 holds. Cargo handling was by steam winches with booms stepped at the masts and at a center line kingpost. Natural ventilation ducts lead to all holds.

The main propelling machinery consists of a triple expansion steam reciprocating engine, size 24-1/2 x 37 x 70 x 48 inches, manufactured by General Machinery Corporation, developing 2500 IHP at 76 RPM and supplied with steam at 220 lbs. per square inch pressure and 440°F temperature at the throttle operating on 27" vacuum. The steam was created by two oil-fired water-tube boilers, manufactured by Foster-Wheeler, of the cross-drum, sectional header type. She is equipped with three reciprocating steam driven 20 K.W. generators, two Worthington designed boiler feed pumps, an enclosed crank-case type reciprocating engine driven forced draft fan and main circulator. Fire, bilge, ballast, general service, and fuel oil service pumps are principally of Worthington design and/or manufacture.

SS Jeremiah O'Brien is in excellent condition, retains her World War II integrity, and is mechanically operational.

8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion
1400–1499	archeology-historic	conservation	law	science
1500–1599	agriculture	economics	literature	sculpture
1600–1699	architecture	education	X military	social
1700–1799	art	engineering	music	humanitarian
1800–1899	commerce	exploration settlement	philosophy	theater
X 1900–	communications	industry	politics government	transportation
		invention		other (specify)

Specific dates 1943-1946 **Builder Architect** New York Shipbuilding Corporation

Statement of Significance (in one paragraph)

"Liberty Ships" were an emergency response to a critical shortage of maritime cargo ships in World War II. Their construction was a significant accomplishment in engineering design for mass production, and the ships were built to a high standard of performance for the time and under the conditions of wartime emergency. Manned by merchant seamen for the most part, they carried all kinds of wartime cargo, including food, fuel, ammunition, weapons and all kinds of supplies, through the Atlantic and Pacific Oceans, the Mediterranean Sea, the Persian Gulf and elsewhere. Approximately 2,742 liberty ships were built during the war. By 1945 liberty ships comprised the greatest standardized fleet in world history.[2]

Some liberty ships were operated by the U.S. Navy and used to supply landings such as the Invasion of Normandy where some of these ships were deliberately scuttled to form breakwaters called "gooseberries," while others supplied the troops on the beaches. Others were used by the Army Transport Service. A few were converted to serve as hospital ships. During the war they typically were armed for defense and many participated in combat involving attacks by enemy submarines and aircraft. More than 200 were sunk by enemy torpedoes or bombs or in storms at sea, while others survived attacks with varying amounts of damage.

SS Jeremiah O'Brien represents the class of liberty ships that contributed to victory in World War II for the following reasons:

1. SS Jeremiah O'Brien is the sole operative unaltered survivor of 2751 liberty ships built during World War II. She thus represents the largest single class of ships ever built in the world.

2. SS Jeremiah O'Brien was built in 1943 and served with distinction during the war. She carried ammunition, grain, and other dry cargo from the United States to Great Britain, took part in the D-Day invasion of France in June 1944, and later carried cargo to ports in South America, Australia, India, and the Philippines.

3. In recognition of her excellent condition and historic integrity SS Jeremiah O'Brien was made a National Historic Mechanical Engineering Landmark in 1984 by the American Society of Mechanical Engineers.

4. SS Jeremiah O'Brien is in excellent condition and retains her World War II integrity.

FOOTNOTES

1. The descriptive material in this section was adapted from the following source.

   T. J. Patterson, Jr. and Gordon Chappell, "National Register of Historic Places Inventory SS Jeremiah O'Brien" (San Francisco, California: U.S. Maritime Administration, 1978)

2. Ibid.

BIBLIOGRAPHY

Bunker, John Gorley. Liberty Ships--The Ugly Ducklings of World War II. Annapolis, Maryland: Naval Institute Press, 1972.

Patterson, T. J. Jr., and Chappell, Gordon. "National Register of Historic Places Inventory SS Jeremiah O'Brien." San Francisco, California: U.S. Maritime Administration, 1978.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name San Francisco North Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	10	550300	4138480
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

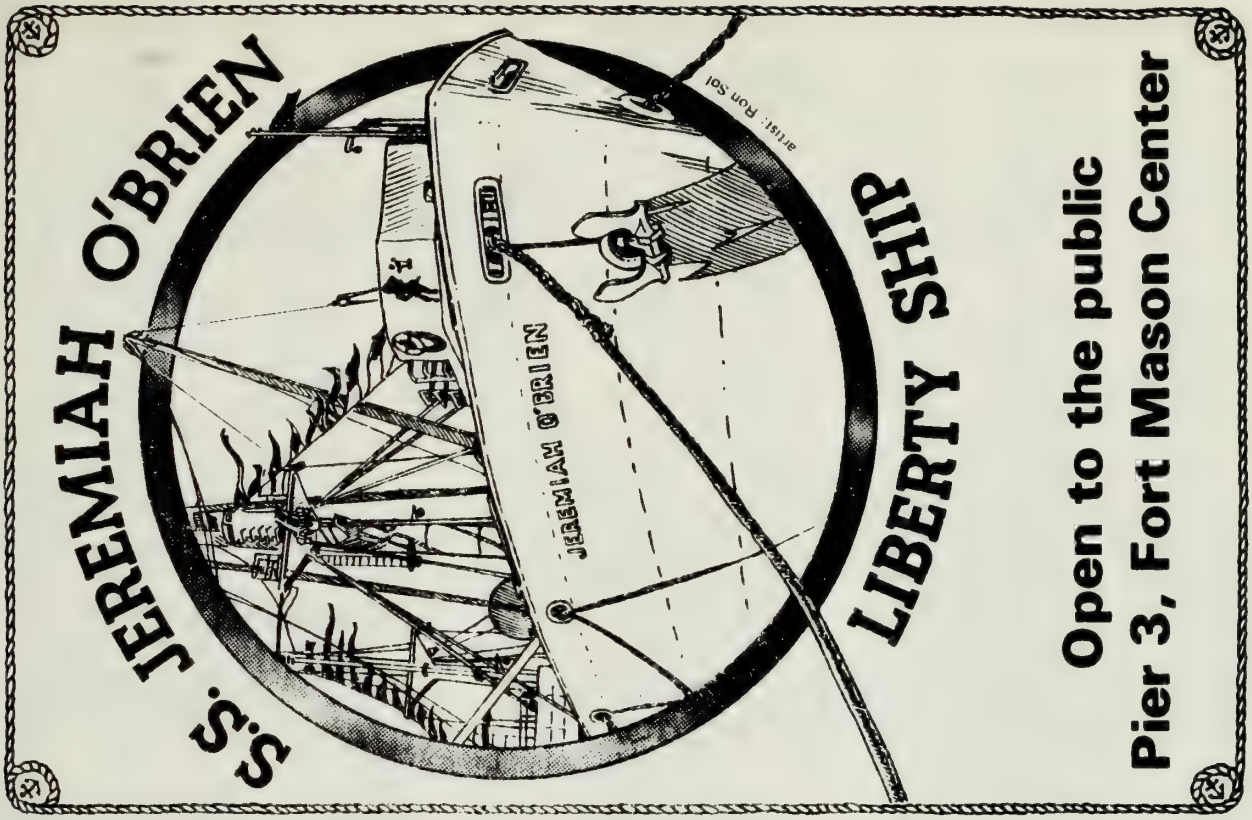
date

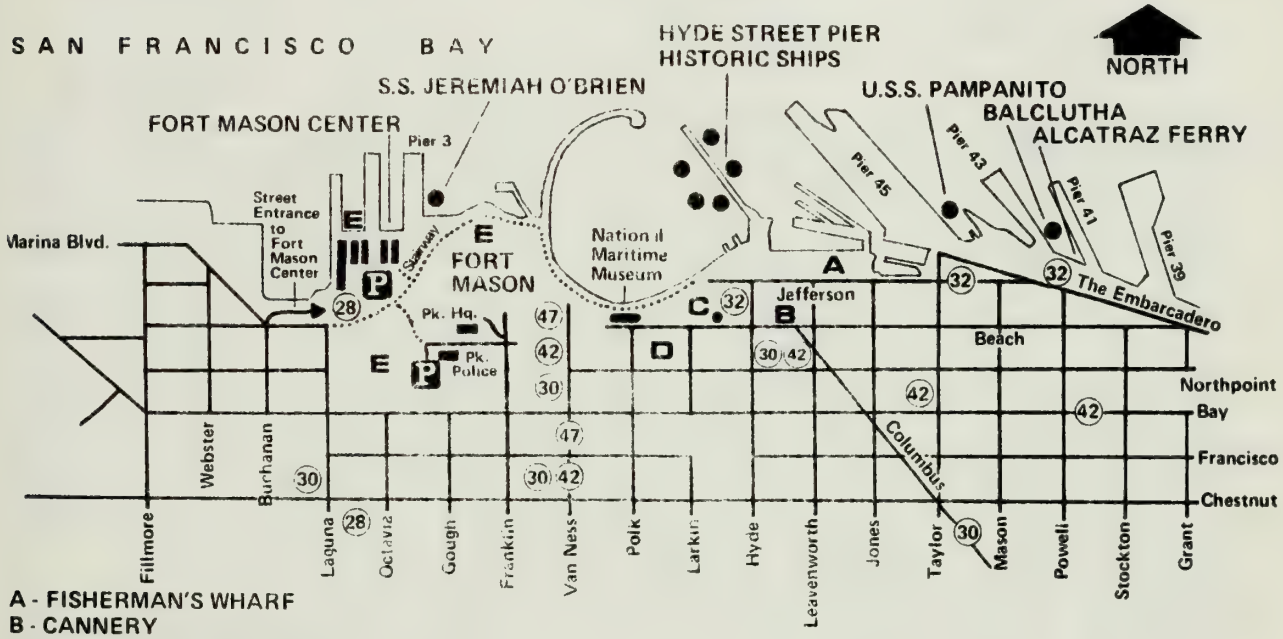
Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788





For further information contact : National Liberty Ship Memorial
SS JEREMIAH O'BRIEN
Fort Mason Center - Building A
San Francisco, California 94123 / telephone (415) 441-3101

LIBERTY SHIPS

Liberty Ships were built as an emergency response to a critical shortage of cargo ships at the start of World War II when enemy submarines were sinking Allied ships faster than they were being built. In one of the greatest mass production efforts in history, 2,751 Liberty Ships were constructed between 1941 and 1945.

Assembled from pre-fabricated sections, an average Liberty was completed in six to eight weeks. Shipyards operated 24 hours a day, and 30% of the work force was made up of women — the Rosie the Riveters of wartime fame.

Only a few hundred Libertys were operated by the Navy, Army, or Coast Guard. Most Libertys were crewed by U.S. Merchant Marine seamen and operated by steamship companies under general agency agreements for the War Shipping Administration.

Liberty Ships saw service in all theaters of the war — in convoys to Britain and Europe, on the Murmansk Run and the Mediterranean routes, to Alaska, and in the South Pacific.

SS JEREMIAH O'BRIEN

The JEREMIAH O'BRIEN is America's last unaltered Liberty Ship in operating condition.

The O'BRIEN was launched June 19, 1943. Built at South Portland, Maine, she was named after the first American naval hero of the Revolutionary War. The O'BRIEN carried food and ammunition to Britain, ferried troops and materiel during the Normandy invasion, and transported supplies to the South Pacific.

In 1946 the O'BRIEN was laid up in the U.S. Maritime Administration's Reserve Fleet at Suisun Bay, California. Hundreds of other Libertys were sold to foreign and domestic shipping companies, modified, scrapped, or sunk to build artificial reefs.

In 1978 the National Liberty Ship Memorial, a non-profit corporation, was organized to conduct the restoration, preservation, and presentation to the public of the O'BRIEN. This work is carried on by volunteer labor and through donated funds. Donations to the National Liberty Ship Memorial are tax-deductible.

The JEREMIAH O'BRIEN is preserved as a memorial to the millions of men and women who built, sailed, defended, repaired, and supplied Liberty Ships during World War II.

ABOUT YOUR VISIT

SS JEREMIAH O'BRIEN is berthed at Pier 3, Fort Mason Center, located within the Golden Gate National Recreation Area, National Park Service.

The ship is open to visitors and for volunteer restoration work every day from 9:00 am to 3:00 pm with the exception of the following holidays: New Year's - December 31, January 1 & 2, Easter Sunday - April 22, Thanksgiving - November 22, and Christmas - December 24 & 25.

Parking is available at Fort Mason Center and at upper Fort Mason. MUNI buses 28, 30, 42 & 47 serve the Fort Mason area. For complete public transit information call 673-MUNI.

OPEN SHIP WEEKENDS

On special Open Ship Weekends, the O'BRIEN is open to the public from 11:00 am to 4:00 pm. 1984 dates are:

April 28 & 29
June 16 & 17
July 21 & 22
August 18 & 19
September 15 & 16
October 20 & 21
November 17 & 18

Open Ship Weekends feature the running of the ship's triple expansion steam engine and the operation of the coal stove galley. In addition, the ship's store, The Slop Chest, is open.

Admission donation for Open Ship Weekends is $3 / adults, $1 / seniors and children, $6 / families.

GROUP TOURS

Group tours and gatherings on board may be arranged by appointment. Call (415) 441-3101. Or write to Purser, SS JEREMIAH O'BRIEN, Fort Mason Center - Building A, San Francisco, California 94123.

ANNUAL CRUISES

Two San Francisco Bay cruises aboard the SS JEREMIAH O'BRIEN are offered in 1985. The dates are May 18 & 19. Advance reservations are required. Admission donation is $75 per person. For further information or reservations call (415) 441-3101 or write to Purser, SS JEREMIAH O'BRIEN, as listed above.

NATIONAL LIBERTY SHIP MEMORIAL

SS JEREMIAH O'BRIEN

HISTORY FACT SHEET

Background

17	Sept.	1941	U.S. Navy becomes involved in the Battle of the Atlantic.
27	Sept.	1941	Launching of America's first Liberty Ship, ***SS Patrick Henry,*** and 13 other merchant vessels; designated Liberty Fleet Day
7	Dec.	1941	Pearl Harbor

SS Jeremiah O'Brien

6	May	1943	First keel plate laid, West Yard, New England Shipbuilding Corp., South Portland, Maine
19	June	1943	Launching
30	June	1943	Maneuvering trial and delivery to operator: Grace Line, Inc.
	July–May	1943–1944	Voyages from the East Coast to Canada and the United Kingdom
17–23	June–Sept.	1944	Made 11 round trips from the United Kingdom to Normandy beachheads in support of the D-Day invasion, including a trip from Belfast, Ireland to Normandy with part of General Patton's Fifth Division
	Oct.–Jan.	1944–1946	Voyages from the Gulf of Mexico to South America and from the Pacific Coast to Australia, India and the Philippines
7	Feb.	1946	Laid up in the National Defense Reserve Fleet, Suisun Bay, CA
		1966	Thomas J. Patterson, Jr., Western Region Director, U.S. Maritime Administration, sought to preserve a Liberty Ship; O'Brien selected
		1978	National Liberty Ship Memorial, Inc., a California non-profit corporation, formed to conduct the restoration, preservation and presentation to the public of the *SS Jeremiah O'Brien*
7	July	1978	Ship declared a National Monument and placed on the National Trust for Historic Preservation register as a historic object
	Aug.	1978	$10,000 matching grant awarded by the National Trust for Historic Preservation to restore ship's furniture and wooden fixtures
	June	1979	Restoration work to put ship back in operating condition begins at Suisun Bay
	Aug.	1979	$436,532 matching grant awarded by the Dept. of the Interior, the National Trust for Historic Preservation and the State of California for ship restoration

Fort Mason Center—Building A, San Francisco, California 94123 • Telephone (415) 441-3101

4	Oct.	1979	Chief Engineer Harry Morgan and his volunteer crew succeed in getting steam up and engine running
6	Oct.	1979	Ship departs Reserve Fleet under her own steam and sails to Bethlehem Steel Corp., San Francisco Yard for initial restoration
21	May	1980	Ship departs yard for First Annual Seamen's Memorial Cruise; dedicated by the President of the United States as a National Memorial; arrival at home berth, Pier 3 East, Fort Mason Center, in the Golden Gate National Recreation Area, San Francisco
6	May	1981	San Francisco Mayor Dianne Feinstein proclaims May 21, 1981 as National Liberty Ship Day in San Francisco
21	May	1981	Ship sails on Second Annual Seamen's Memorial Cruise
27	Sept.	1981	Liberty Fleet Day celebration on board the *SS Jeremiah O'Brien*, America's last unaltered Liberty Ship in operating condition, to honor the *SS Patrick Henry*, America's first Liberty Ship, launched 40 years ago this date
15	May	1982	Ship sails on Third Annual Seamen's Memorial Cruise, and another Bay cruise is held the following day
19	June	1982	First Women Shipbuilders Reunion Reception on board
10	May	1983	Completion of cathodic protection installation and domestic refrigeration system restoration, thanks to grant funds from the National Trust for Historic Preservation ($3,000) and the National Maritime Museum Association ($11,500) and donations of equipment and services to assist our volunteers in accomplishing this essential project
14	May	1983	Ship sails on Fourth Annual Seamen's Memorial Cruise, and another Bay cruise is held the following day
17	June	1983	40th Birthday Reception and Dinner on board in celebration of the 40th anniversary of the ship's launching, 19 June 1943
18	June	1983	Second Women Shipbuilders Reunion Reception on board
19	May	1984	Ship sails on Fifth Annual Seamen's Cruise, and another Bay cruise is held the following day
26–29	May	1984	Ship visits Sausalito, birthplace of 15 Liberty Ships, to participate in that city's Fourth Annual Maritime Days
21	July	1984	Third Women Shipbuilders Reunion Reception on board
18	Sept.	1984	The American Society of Mechanical Engineers designates the *SS Jeremiah O'Brien* a National Historic Mechanical Engineering Landmark

NOTE: The *SS Jeremiah O'Brien* is open to visitors and for volunteer restoration work daily from 9:00 a.m. to 3:00 p.m. (with the exception of certain major holidays). Special OPEN SHIP Weekends, with the engine in operation for inspection by visitors, are held monthly, January through November (usually on the third weekend—schedule available upon request).

Group tours and gatherings on board (parties, meetings) may be arranged by appointment. Individuals wishing to organize a tour, set up a gathering, volunteer for restoration work or become ship's docents, please call (415) 441-3101.

The preservation and presentation to the public of the *SS Jeremiah O'Brien* are accomplished by volunteer labor and through donated funds. Donations to the National Liberty Ship Memorial are tax-deductible.

September 1984

NATIONAL LIBERTY SHIP MEMORIAL

SS JEREMIAH O'BRIEN

FACT SHEET: ARMAMENT

Most Liberty Ships were equipped with a 3" 50 caliber gun at the bow, a 5" 38 caliber at the stern and eight 20mm guns (two forward, four on top of the midships house, and two aft). The *SS Jeremiah O'Brien* carried these defensive weapons when she was in service and historically accurate examples of the 3" and 5" guns have been installed on the ship as part of her restoration "as original". Particulars are as follows:

	3" 50 caliber	5" 38 caliber
Manufacturer	Fisher Body Div. of General Motors	Northern Ordnance
Length	113.2"	190"
Weight (complete assembly: barrel, breech mechanism & mount)	3 tons (approx.)	17 tons (approx.)
Elevation limits	−15° to +88°	−5° to +85°
Maximum range	(84°) 9,933 yds.	(85°) 12,400 yds.

DELIVERY AND PROVENANCE OF 3" 50 AND 5" 38 GUNS

The crane barge which delivered the guns to the *SS Jeremiah O'Brien* and hoisted them into position on board the ship is 120 feet long, 60 feet wide and has a capacity of 90 tons. It is owned and operated by Smith-Rice Co., of Alameda, CA, whose Bud Rice, Jr. made the service available to the *SS Jeremiah O'Brien* National Liberty Ship Memorial.

The guns were donated to the *SS Jeremiah O'Brien* by Verne Richardson, ex-Chief Engineer for American President Lines, who now owns Merchant Vessel Machinery Replacement, of Wilmington, CA, a marine equipment yard. Mr. Richardson obtained the guns from the *USS Palawan*, a Liberty Ship which had been converted into a floating machine shop for the Navy. The vessel was subsequently sunk as a fish trap off the Southern California coast.

OPERATION OF GUNS ON LIBERTY SHIPS DURING WORLD WAR II

The great majority of Liberty Ships were sailed by Merchant Marine crews during the war but they carried contingents of Navy personnel to man the defensive weapons. These Armed Guard detachments consisted, variously, of five to six men on up to over a dozen. When a Liberty was under fire, the Armed Guard was commonly assisted by Merchant crewmen who hoisted and passed ammunition and relayed the 20mm magazines.

The Armed Guard officer lived in the midships house and portions of his crew were also accommodated there, but many gunners bunked in the after deckhouse, directly beneath the 5" 38 caliber gun tub and close enough to the propeller to cause bouts of seasickness in heavy weather.

THE LIBERTY SHIP — WORKHORSE OF WORLD WAR II

When the United States entered World War II, there was a critical shortage of cargo ships for supplying our allies with food, fuel, ammunition, weapons, and other materials. To supply this great need, President Franklin D. Roosevelt authorized an emergency shipbuilding program, in a race against time, to build new cargo ships faster than enemy submarines could sink them. A design for an emergency cargo ship (EC2-S-CI), capable of carrying over 9,000 tons, had already been developed and the first of these "Liberty Ships," the SS PATRICK HENRY, was launched on September 7, 1941. By the end of 1945, more than 2,750 Liberty Ships had been completed, by far the largest number of a single class of ship ever built.

To build these ships required the coordination of dozens of plants throughout the entire country. Eighteen yards on the Atlantic, Gulf and Pacific Coasts assembled the ships, while engines were manufactured by 20 different plants, and hundreds of other companies supplied standardized components. Women conprised as much as 30 percent of the shipbuilding force, due to the shortage of male workers, and "Rosie the Riveter" was everywhere.

Building times from keel laying to sea trials ranged from 245 days for the PATRICK HENRY to an average of two months, and a record of eight days was all that was required to build, test and deliver the SS ROBERT E. PEARY at the Kaiser Shipyard in Richmond, California. Nearly all of these vessels were cargo ships; however, some became colliers, tank transports, aircraft transports, oil tankers, school ships, troop transports and hospital ships.

Liberty Ships were usually manned by quickly-trained merchant seamen. Libertys crossed the Atlantic, the Mediterranean, the Indian and Pacific Oceans, and were on the dreaded run through the northern seas past Norway to Murmansk, Russia. Their slowness made them a ready target, and about 200 were lost through enemy action or storms, but many others survived through the heroism of their crews. One Liberty reached port with her bow out of the water and her stern awash, but with her engine still running, 83 hours after being struck by a torpedo. Libertys had antiaircraft guns and normally carried gun crews of 10 or 20.

After the War, Liberty Ships carried supplies to rebuild and feed the people in war-torn areas. Many entered private service, and some served in the Korean War. More were mothballed, and most of these, with the exception of the SS JEREMIAH O'BRIEN, have since been scrapped or sunk for fish reefs due to replacement by newer vessels.

SS JEREMIAH O'BRIEN

The SS JEREMIAH O'BRIEN is a typical Liberty Ship and the only known survivor of that great fleet, which has not been modified or altered in any way from her original design and configuration. She was built at the West Yard of the New England Shipbuilding Corporation, South Portland, Maine. The first keel plate was laid on May 6, 1943, and she was launched on June 19, 1943. She was completed and given trials on June 30, 1943, for a total building time of 56 days. Her main engine was built by the Hooven, Owens, Rens Division of the General Machinery Corporation, Hamilton, Ohio, and the boilers by Foster-Wheeler Corporation, New York.

JEREMIAH was named for a patriot of the Revolutionary War who lived in Machias, Maine. In June, 1775, O'Brien led other residents of Machias in seizing two British merchant ships, and used them to capture the British armed schooner MARGARETTA, thus winning the first naval action of the war for independence, and engagement known as the "Lexington of the Sea." O'Brien later became a privateer, disrupting British shipping for nearly two years before being captured and imprisoned in England. He escaped and made his way home just before the end of the war.

The JEREMIAH was owned by the War Shipping Administration, and operated during the war under the Grace Line banner. She carried ammunition and grain and other dry cargoes between the East Coast and Britain. In June, 1944, she made 11 trips from England to the Normandy beaches in support of the D-Day invasion. Later she made voyages from the Gulf of Mexico to South America, and from the Pacific Coast to Freemantle, Australia, before being transferred to the Army in 1946 for conversion to a hospital ship. However, this conversion was never made, and the ship was "mothballed" and added to the National Defense Reserve Fleet at Suisun Bay, California on February 7, 1946.

In 1977, the National Liberty ship Memorial, comprising the leaders of the maritime industry, both management and labor, was incorporated as a non-profit organization in the State of California. The SS JEREMIAH O'BRIEN was placed on the National Register of Historic Places on July 7, 1978.

In May 1980, the ship was moored at Pier 3 East, Fort Mason in the Golden Gate National Recreation Area, San Francisco. Mailing address is: SS JEREMIAH O'BRIEN, Bldg. 201, Fort Mason, California 94123.

SS Jeremiah O'Brien
San Francisco North Quadrangle
10/550300/4184480

1. SS Jeremiah O'Brien
2. San Francisco, California
3. National Liberty Ship Memorial Association
4. 1984
5. National Liberty Ship Memorial Association
6. SS Jeremiah O'Brien underway
7. Photo #1

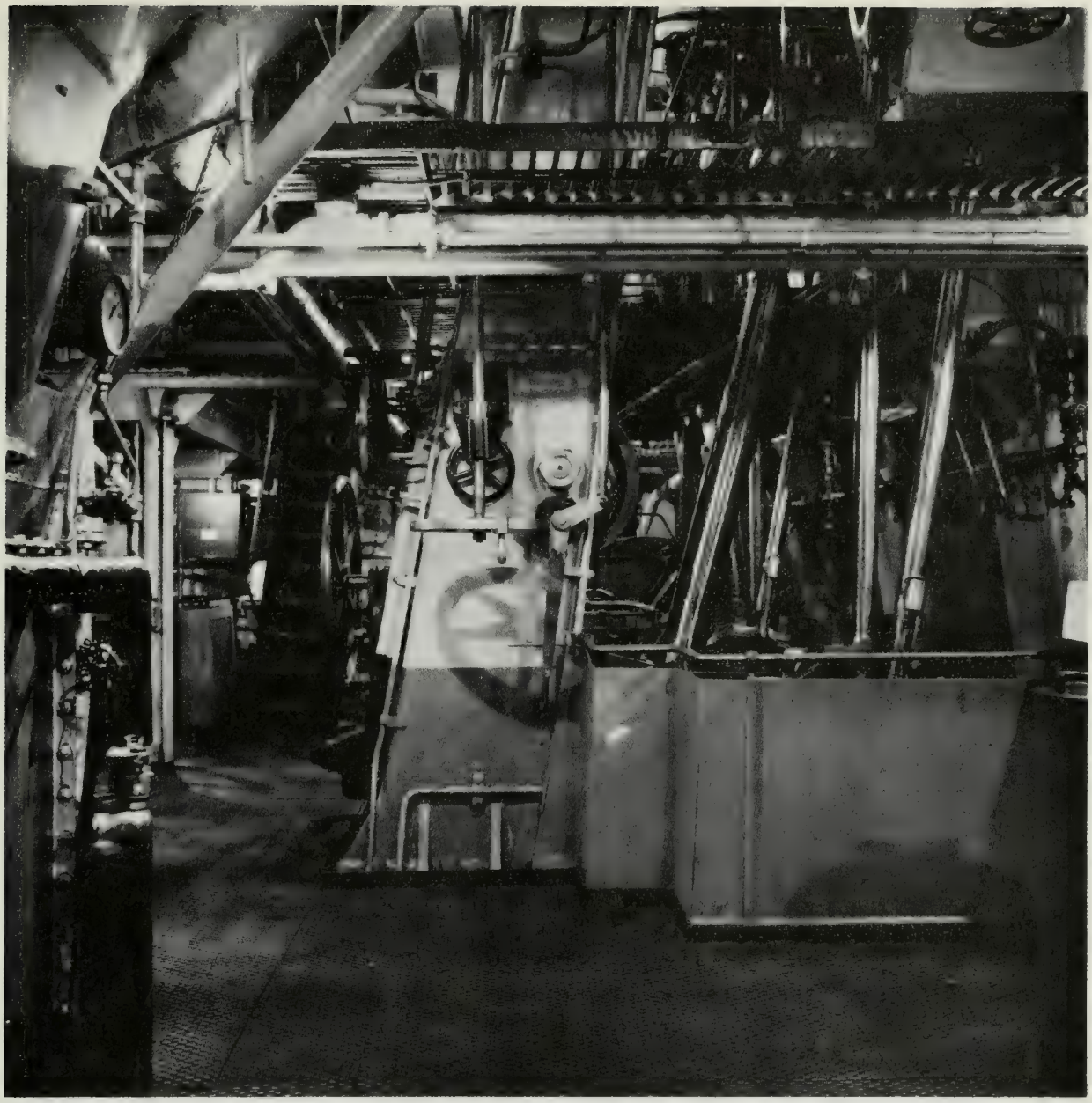
SS JEREMIAH O'BRIEN

1. SS Jeremiah O'Brien
2. San Francisco, California
3. C.E. Brown
4. 1984
5. National Liberty Ship Memorial Association
6. SS Jeremiah O'Brien preparing to sail
7. Photo #2

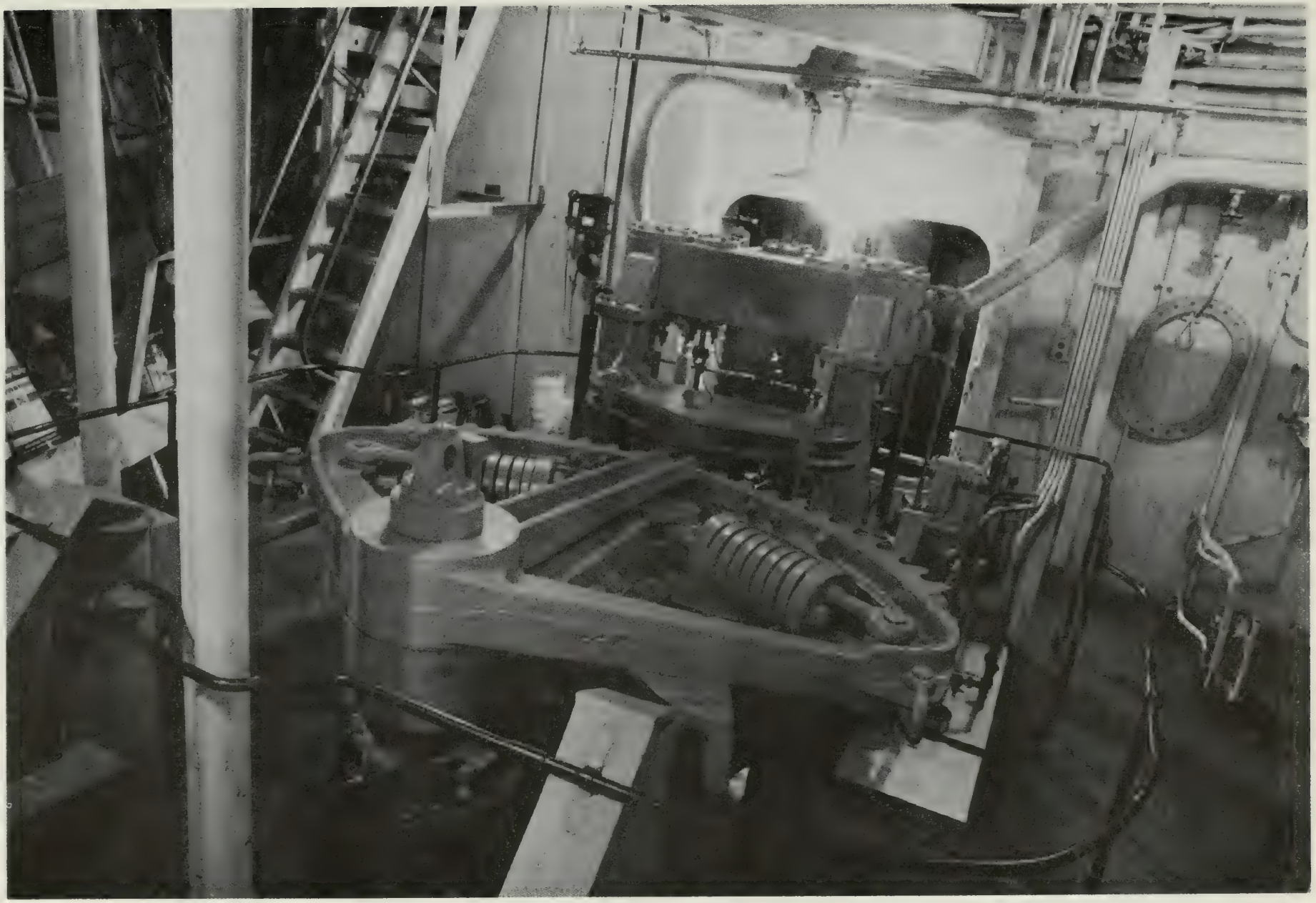
1. SS Jeremiah O'Brien
2. San Francisco, California
3. Dick Frear
4. 1984
5. National Liberty Ship Memorial Association
6. Enclosed Bridge
7. Photo #3

1. SS Jeremiah O'Brien
2. San Francisco, California
3. Joanie Morgan
4. 1984
5. National Liberty Ship Memorial Association
6. Stern gun tube with 5"/38 caliber gun
7. Photo #4

1. SS Jeremiah O'Brien
2. San Francisco, California
3. Russell Fraser
4. 1981
5. National Liberty Ship Memorial Association
6. Main engine
7. Photo #5

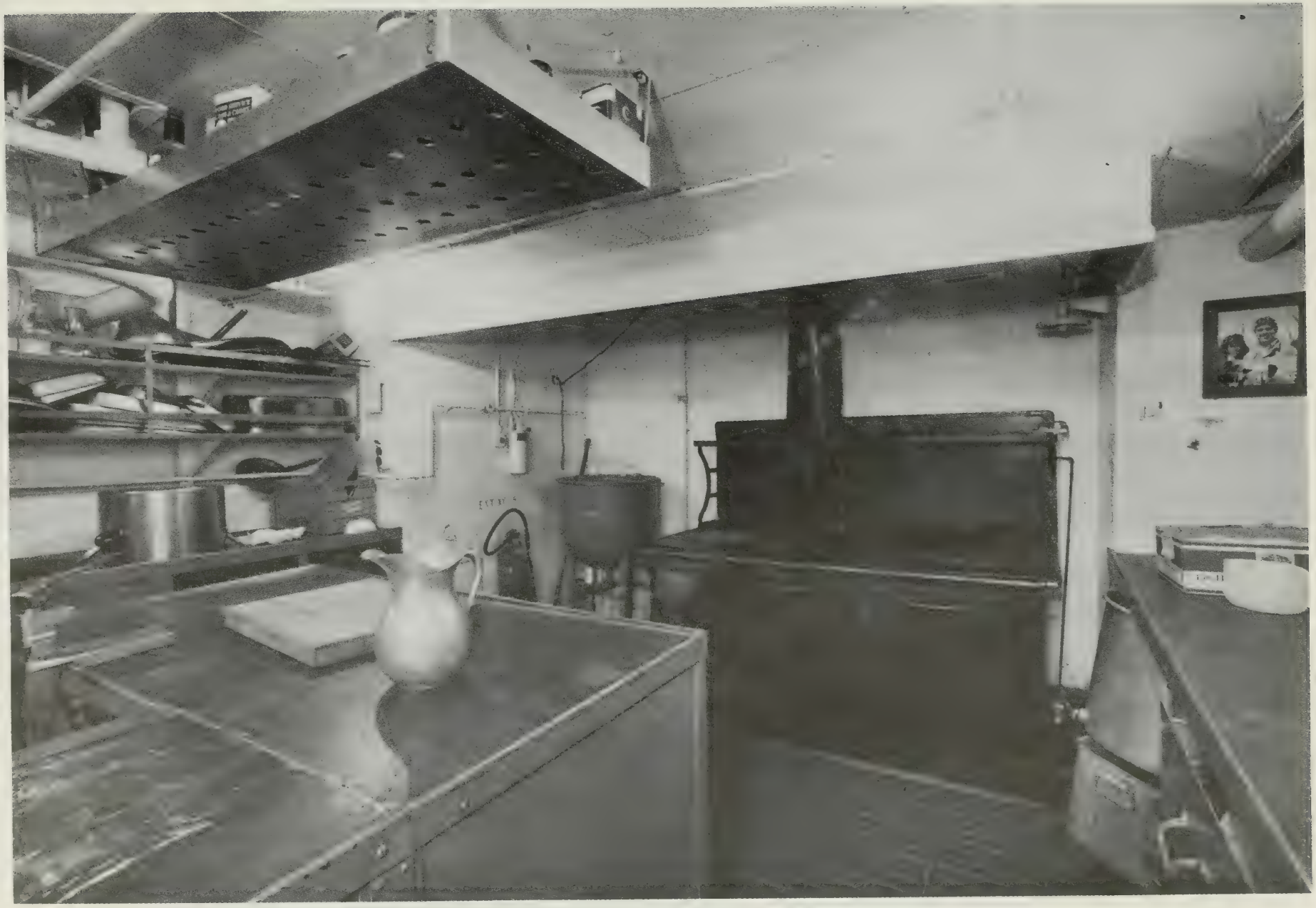


1. SS Jeremiah O'Brien
2. San Francisco, California
3. Dick Frear
4. 1984
5. National Liberty Ship Memorial Association
6. Stern Steering Engine
7. Photo #6

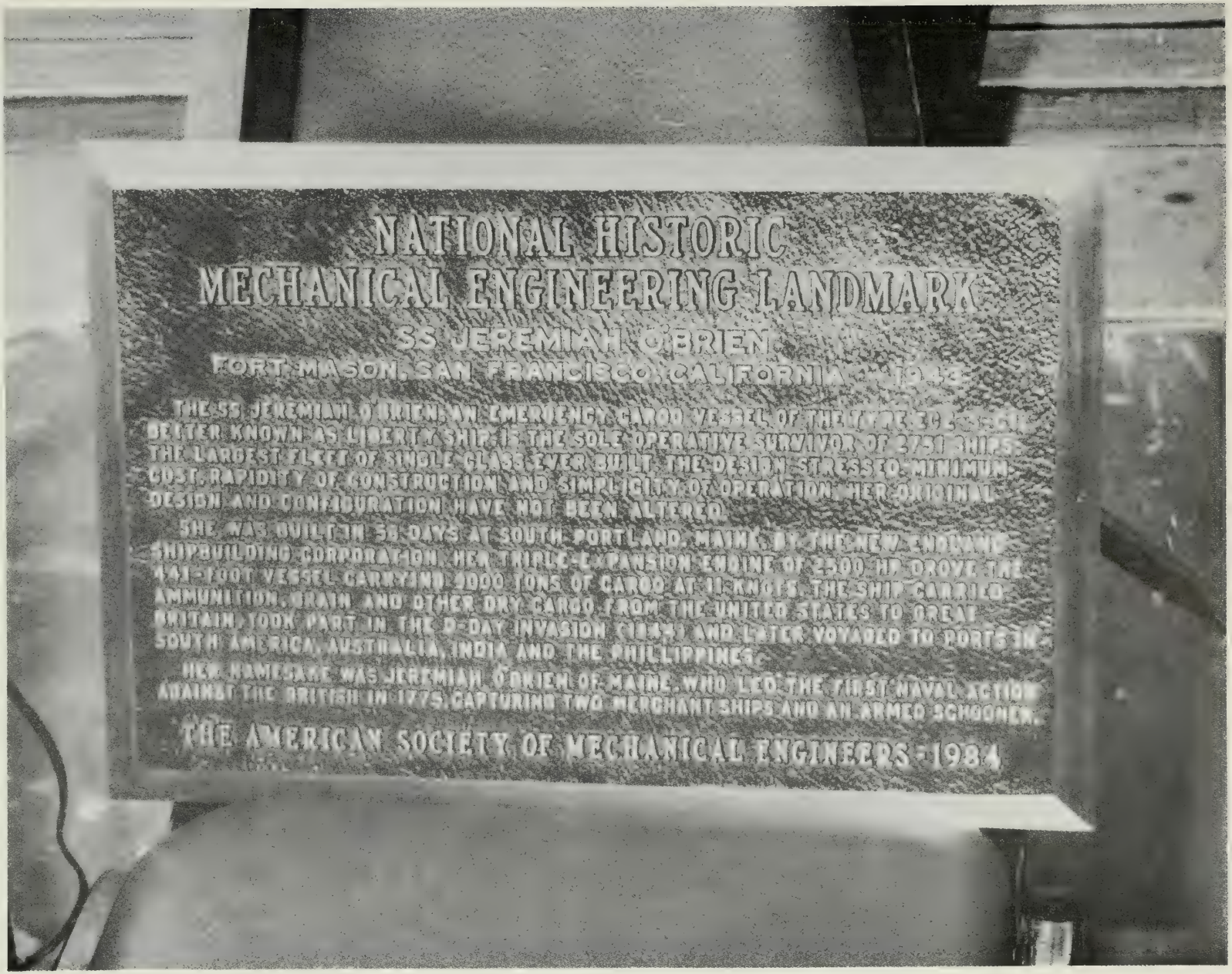


1. SS Jeremiah O'Brien
2. San Francisco, California
3. Dick Frear
4. 1984
5. National Liberty Ship Association
6. Captain's Quarters
7. Photo #7

1. SS Jeremiah O'Brien
2. San Francisco, California
3. Dick Freak
4. 1984
5. National Liberty Ship Association
6. Galley
7. Photo #8



1. SS Jeremiah O'Brien
2. San Francisco, California
3. National Liberty Ship Association
4. 1984
5. National Liberty Ship Association
6. National Historic Mechanical Engineering Landmark Plaque for SS Jeremiah O'Brien
7. Photo #9


NATIONAL HISTORIC
MECHANICAL ENGINEERING LANDMARK
SS JEREMIAH O'BRIEN
FORT MASON, SAN FRANCISCO, CALIFORNIA
THE SS JEREMIAH O'BRIEN, AN EMERGENCY CARGO VESSEL OF THE
BETTER KNOWN AS LIBERTY SHIP, IS THE SOLE OPERATIVE SURVIVOR OF 2751 SHIPS
THE LARGEST FLEET OF SINGLE-CLASS EVER BUILT. THE DESIGN STRESSED MINIMUM
COST, RAPIDITY OF CONSTRUCTION AND SIMPLICITY OF OPERATION. HER ORIGINAL
DESIGN AND CONFIGURATION HAVE NOT BEEN ALTERED.
SHE WAS BUILT IN 56 DAYS AT SOUTH PORTLAND, MAINE, BY THE NEW ENGLAND
SHIPBUILDING CORPORATION. HER TRIPLE-EXPANSION ENGINE OF 2500 HP DROVE THE
441-FOOT VESSEL CARRYING 9000 TONS OF CARGO AT 11 KNOTS. THE SHIP CARRIED
AMMUNITION, GRAIN AND OTHER DRY CARGO FROM THE UNITED STATES TO GREAT
BRITAIN, TOOK PART IN THE D-DAY INVASION (1944) AND LATER VOYAGED TO PORTS IN
SOUTH AMERICA, AUSTRALIA, INDIA AND THE PHILLIPPINES.
HER NAMESAKE WAS JEREMIAH O'BRIEN OF MAINE, WHO LED THE FIRST NAVAL ACTION
AGAINST THE BRITISH IN 1775, CAPTURING TWO MERCHANT SHIPS AND AN ARMED SCHOONER.
THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS - 1984

Foreign Warships

26. U-505 (Chicago, Illinois)

United States Department of the Interior
National Park Service

For NPS use only

received

date entered

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic U-505

and/or common

2. Location

street & number Jackson Park ___ not for publication

city, town Chicago ___ vicinity of

state Illinois code 17 county Cook code 031

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	X museum
___ building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Chicago Museum of Science and Industry

street & number Jackson Park

city, town Chicago ___ vicinity of state Illinois

5. Location of Legal Description

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20362

6. Representation in Existing Surveys

title None has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
___ excellent	__ deteriorated	__ unaltered	N/A original site
_X_ good	__ ruins	_X_ altered	__ moved date
__ fair	__ unexposed		

Describe the present and original (if known) physical appearance

U-505 is a German World War II type IXC submarine built by Deutsche Werft in Hamburg, Germany, in 1940. She was commissioned into the German Navy on August 26, 1941, and served on various wartime patrols until her capture by the American Navy on June 4, 1944.

The type IXC submarine was powered by diesel electric engines and designed for oceanic cruising ranges. Although larger than the much employed type VII submarine, the type IXC was not a better sea boat and in any heavy sea the conning tower was usually drenched. On long missions the interior was packed heavily with provisions and crew spaces remained as cramped as in smaller German submarines. Although U-505 is a pre-snorkel submarine, later versions of this type were fitted with the air-breathing snorkel to enable them to operate their diesels underwater.

Specific ship data concerning U-505 is:

Length: 252 feet Width: 22 feet

Displacement: 1102 tons surface / 1540 tons submerged

Speed: 18 knots surface / 8 knots submerged

Power: Diesel-Electric drive; two 2170 horsepower, nine-cylinder, supercharged, four-cycle diesel engines (salt water cooled) each coupled to a 493 horsepower dynamotor and to the shaft through appropriate clutches.

Range: 16,800 nautical miles at 10 knots

Test Depth: 328 feet

Armament: Six 21-inch torpedo tubes (four bow, two stern), 22 torpedoes total; one 4.1-inch deck gun; one 37mm antiaircraft gun, one 20mm antiaircraft gun.

Crew: 48 (4 officers and 44 enlisted men)

U-505 is now exhibited out of the water on a permanent foundation on the east side of the Museum of Science and Industry in Chicago. Two openings have been cut into the hull (one forward and one aft) to provide for visitor access. Bulkhead openings within the submarine have been altered to provide for safer visitor movement through the vessel. U-505 is in good condition and substantially retains her World War II integrity.

8. Significance

Period	Areas of Significance—Check and justify below			
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion
1400–1499	archeology-historic	conservation	law	science
1500–1599	agriculture	economics	literature	sculpture
1600–1699	architecture	education	X military	social/ humanitarian
1700–1799	art	engineering	music	theater
1800–1899	commerce	exploration settlement	philosophy	transportation
X 1900–	communications	industry	politics government	other (specify)
		invention		

Specific dates 1941-1944 **Builder Architect** Deutsche Werft

Statement of Significance (in one paragraph)

General Statement

The United Nation's victory against Germany in World War II was dependent upon the ability of the United States Navy and Merchant Marine to transport the necessary troops and war supplies to European battlefields. Before the German armies could be beaten on land the German U-boat threat had to be destroyed at sea. Between 1941 and 1945 the American Navy and Merchant Marine fought bloody battles with German submarines for control of the Atlantic lifelines to Europe. It was only after the defeat of the German submarine menace by 1943 that men and war materiel began to flood British ports in preparation for the invasion of France in June 1944. By 1945 thousands of Americans and other allied sailors had died in the Battle of the Atlantic.

Significance

1. U-505 is representative of the German submarines which almost drove allied merchant shipping from the Atlantic. She was boarded and captured in 1944 and was returned to America intact. U-505 was the first foreign man-of-war captured by the United States Navy on the high seas since the War of 1812.

2. U-505 was selected by the United States Navy to serve as a tribute to the heroism of the thousands of Americans who fought the Battle of the Atlantic in World War II and as a War Memorial to those who died in this effort. In the words of the late Rear Adm. D. V. Gallery, USN, commander of the Navy task force that captured U-505, "This captured submarine is a monument of national interest, commemorating the thousands of our lads whose national cemetery is the ocean."[1]

3. U-505 is in good condition and retains a substantial degree of her World War II integrity. U-505 is the only German submarine in the United States.

FOOTNOTES

1. Museum of Science and Industry, The Story of the U-505 (Chicago, Illinois: Museum of Science and Industry, 1981), p. 1.

BIBLIOGRAPHY

Chesneau, Roger. ed. Conway's All The World's Fighting Ships 1922-1946. New York: Mayflower Books, 1980.

Gunston, Bill. Submarines in Color. New York: Arco Publishing Company, 1977.

Hoyt, Edwin P. U-Boats Offshore--When Hitler Struck America. New York: Stein and Day, 1978.

Lenton, H. T. Navies of the Second World War--German Submarines 1. Garden City: New York, 1965.

Museum of Science and Industry, The Story of the U-505. Chicago, Illinois, 1981.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Jackson Park Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	16	448900	4634920
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	Harry A. Butowsky		
organization	National Park Service	date	May 1985
street & number	Division of History	telephone	(202) 343-8168
city or town	Washington	state	DC 20013-7127

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-788

3467 I NW
(CHICAGO LOOP)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

3467 I NW
(CHICAGO LOOP)

87°37'30"
41°52'30"

451000m E.

35'

U-505
Jackson Park Quadrangle
16/448900/4634920

4635000m N.

4634

4633

50'

4631

Shedd Aquarium
Adler Planetarium
Park
NATURAL HISTORY MUSEUM
Northerly Island
SOLDIER FIELD
Hospital
MEIGS FIELD
E 16TH ST
E 18TH ST
Burnham Park Harbor
Chicago Technical College
E 21ST ST
E CERMAK RD
McCormick Place
BM 593
E 23D ST
Light
E 24TH ST
ILLINOIS
Mercy Hospital
BM 595
E 26TH ST
Drake Sch
E 29TH ST
596
Dunbar High Sch
Reed Hospital
E 31ST ST
Douglas Sch
E 33D ST
Chicago Institute of Technology
E 33D PL
Fire Sta
De La Salle Institute
E 35TH ST
Park
Sanitarium
Doolittle Sch
Ellis Park
Raymond Sch
E 37TH ST
Mayo Sch
Madden Park
Einstein
Oakland
35
BURNHAM
Light
CENTRAL
LAKESHORE
PARK

Dedication of the U-505

Admiral "Bull" Halsey "piped" aboard.

The U-505 was formally dedicated on September 25, 1954, as a memorial to the 55,000 Americans who perished at sea in two world wars.

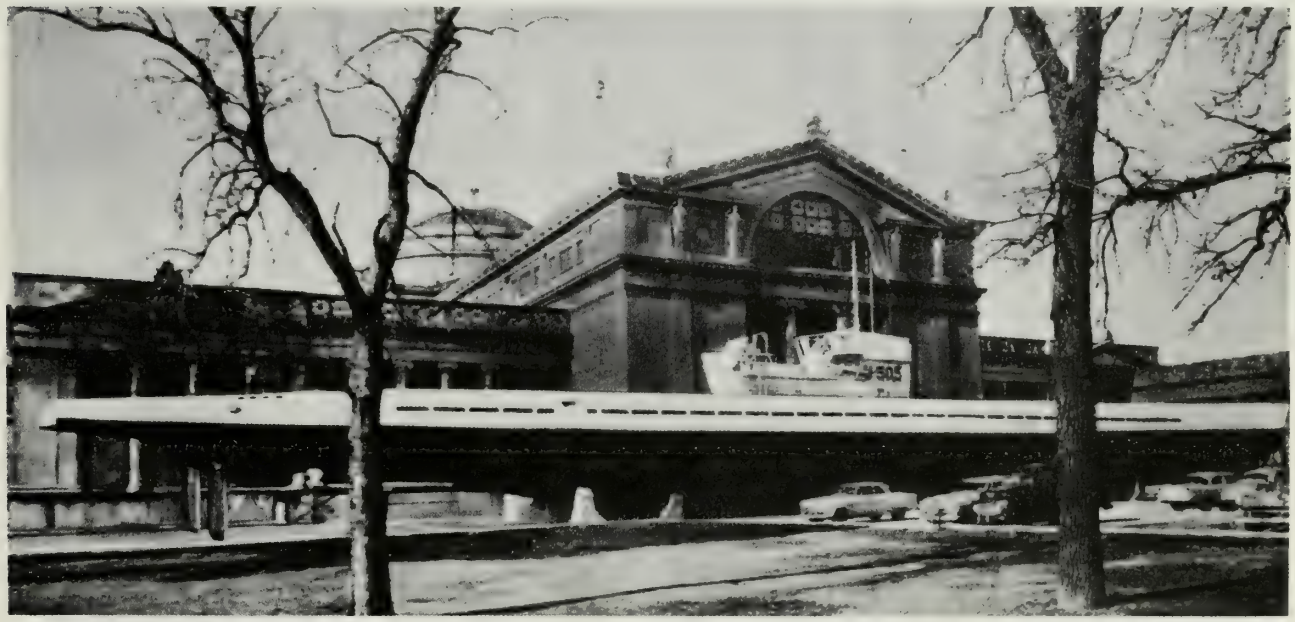
A crowd of 15,000 witnessed the colorful ceremony which opened with a 17 gun salute as Fleet Admiral William F. Halsey, famous naval commander of World War II, was "piped" aboard to deliver the dedication address.

"The U-505," said Halsey, "will always serve as a reminder of a Godless way of life that puts might over right and makes its citizens slaves of the state. As a permanent exhibit at the Museum, it will always remind the world that Americans pray for peace and hate to fight, but we believe in our way of life and are willing and capable of defending ourselves against any aggressors."

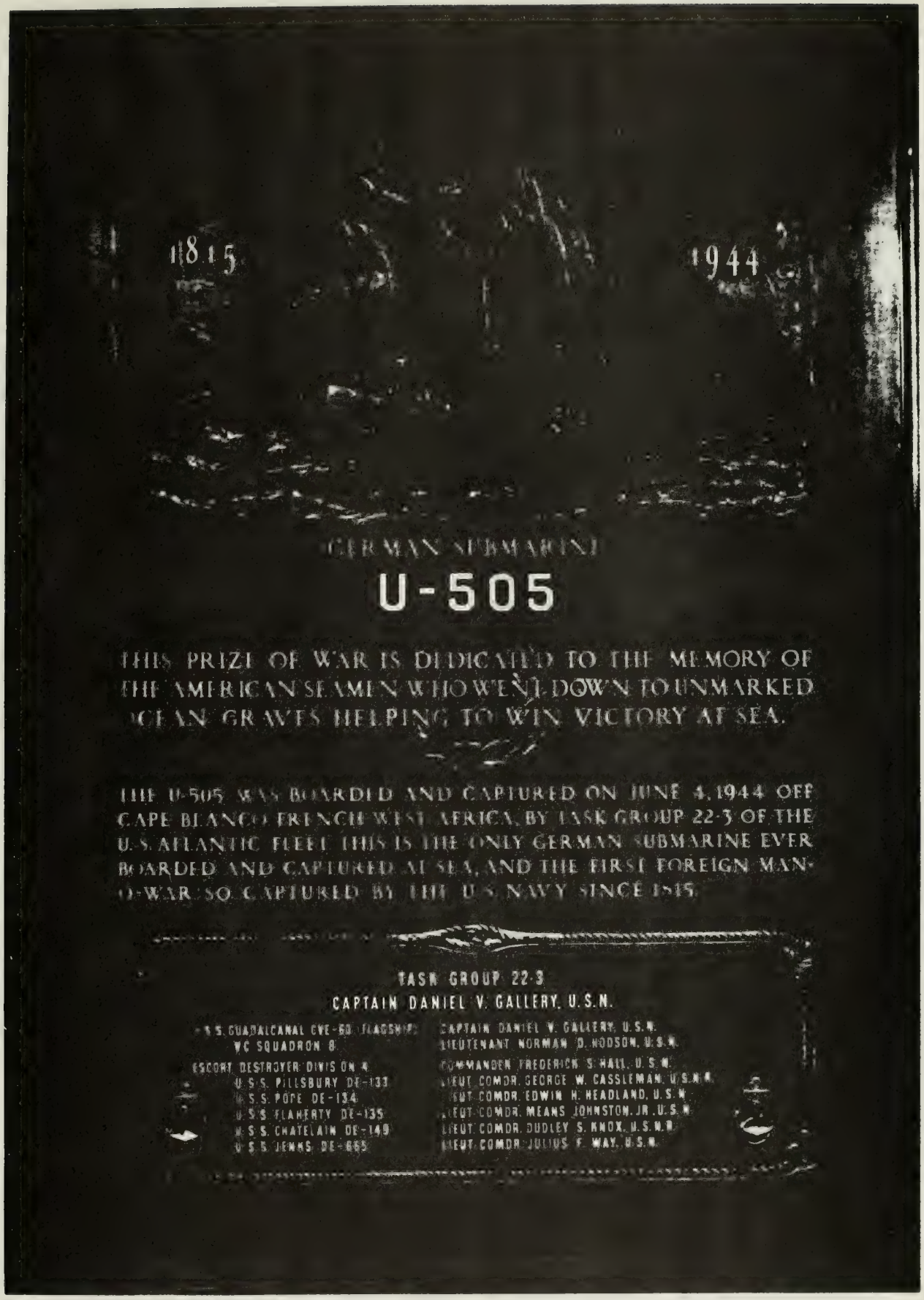
Halsey was introduced by Arthur Godfrey, radio and television star, who acted as master of ceremonies.

The evening before, Secretary of the Navy Charles S. Thomas presented the Navy's highest civilian award, a gold medal for distinguished service, to Robert Crown and Carl Stockholm, co-chairmen of the U-505 Committee; to Ralph Bard, the Committee's honorary chairman; to Seth Gooder, engineer directing the beaching and overland move of the U-505; to William V. Kahler of the U-505 committee; and to Lenox R. Lohr, president of the Museum.

The U-505 in place on the east side of the Museum.

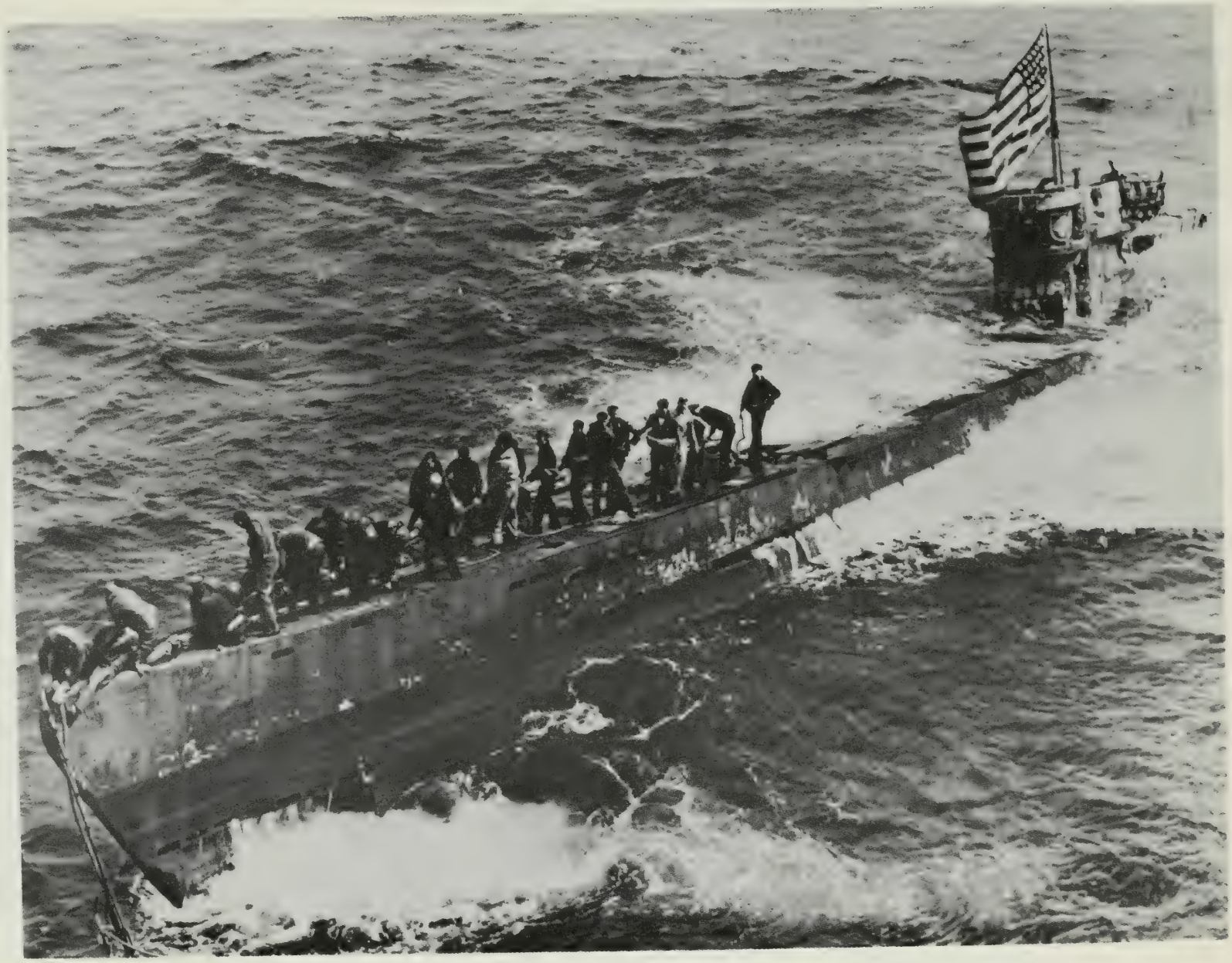


Cross section view of the U-505
U-505



Courtesy Bronze Incorporated

1. U-505
2. Chicago, Illinois
3. US Navy
4. 1944
5. Chicago Museum of Science and Industry
6. Capture of U-505 on June 4, 1944.
7. Photo #1



1. U-505
2. Chicago, Illinois
3. Chicago Museum of Science and Industry
4. 1954
5. Chicago Museum of Science and Industry
6. U-505 on Lake Michigan on way to Chicago Museum of Science and Industry
7. Photo #2

U505

1. U-505
2. Chicago, Illinois
3. Chicago Museum of Science and Industry
4. 1954
5. Chicago Museum of Science and Industry
6. U-505 moving across Lake Shore Drive to Chicago Museum of Science and Industry.
7. Photo #3

1. U-505
2. Chicago, Illinois
3. Chicago Museum of Science and Industry
4. Unknown
5. Chicago Museum of Science and Industry
6. U-505 on East side of building
7. Photo #4

U-505

1. U-505
2. Chicago, Illinois
3. Chicago Museum of Science and Industry
4. 1981
5. Chicago Museum of Science and Industry
6. Forward Torpedo Room
7. Photo #5

1. U-505
2. Chicago, Illinois
3. Chicago Museum of Science and Industry
4. 1981
5. Chicago Museum of Science and Industry
6. Officer's Wardroom
7. Photo #6

1. U-505
2. Chicago, Illinois
3. Chicago Museum of Science and Industry
4. 1981
5. Chicago Museum of Science and Industry
6. Captain's Quarters
7. Photo #7

1. U-505
2. Chicago, Illinois
3. Chicago Museum of Science and Industry
4. 1981
5. Chicago Museum of Science and Industry
6. Galley
7. Photo #8

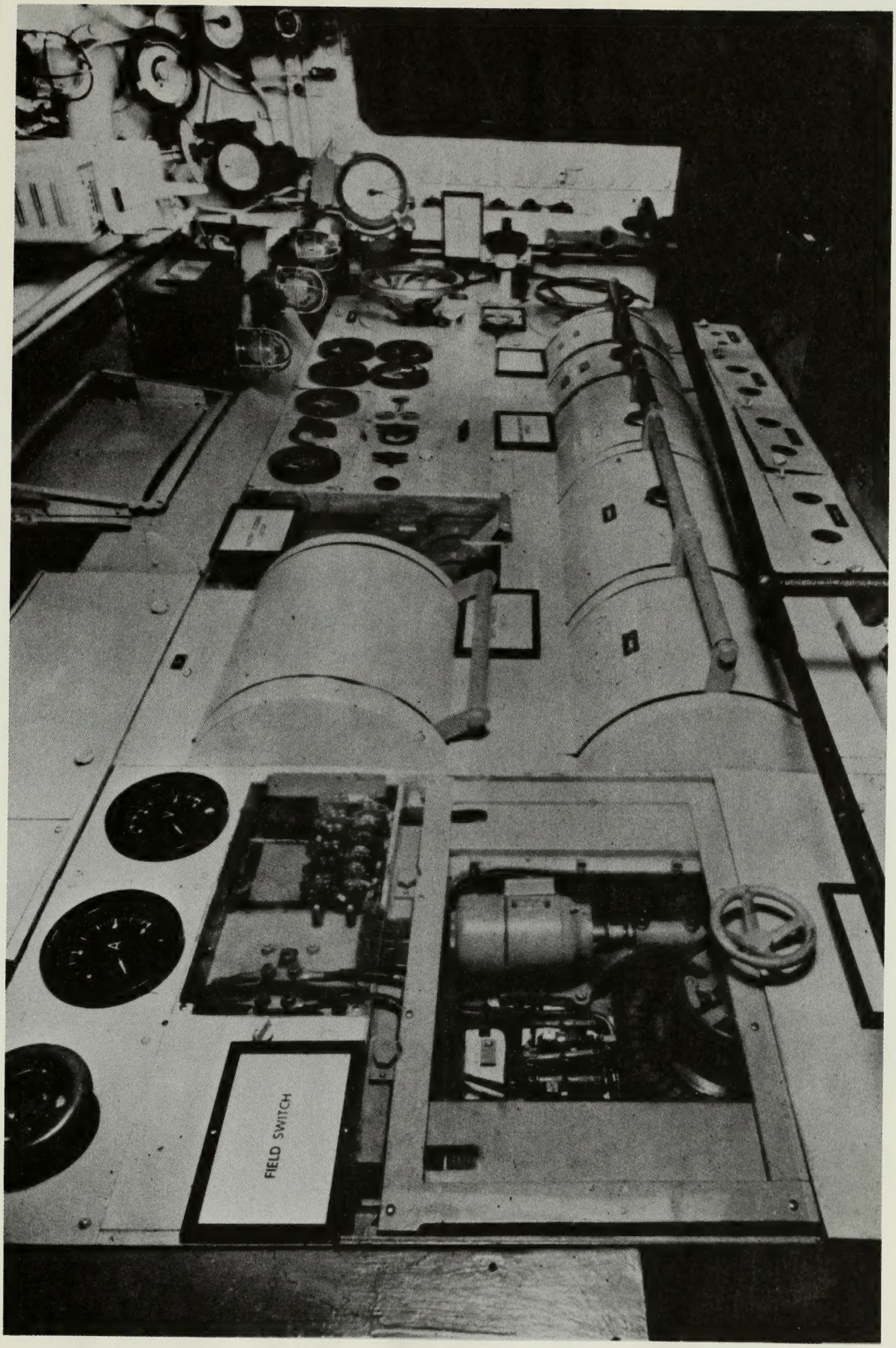
MAIN FUSE FOR
STARBOARD BATTERY

1. U-505
2. Chicago, Illinois
3. Chicago Museum of Science and Industry
4. 1981
5. Chicago Museum of Science and Industry
6. Forward end of control room
7. Photo #9

1. U-505
2. Chicago, Illinois
3. Chicago Museum of Science and Industry
4. 1981
5. Chicago Museum of Science and Industry
6. Conning Tower-Interior
7. Photo #10

1. U-505
2. Chicago, Illinois
3. Chicago Museum of Science and Industry
4. 1981
5. Chicago Museum of Science and Industry
6. Forward end of diesel room
7. Photo #11

1. U-505
2. Chicago, Illinois
3. Chicago Museum of Science and Industry
4. 1981
5. Chicago Museum of Science and Industry
6. Maneuvering room
7. Photo # [redacted] 12



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Clemson University
3 1604 004 717 866

DATE DUE

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